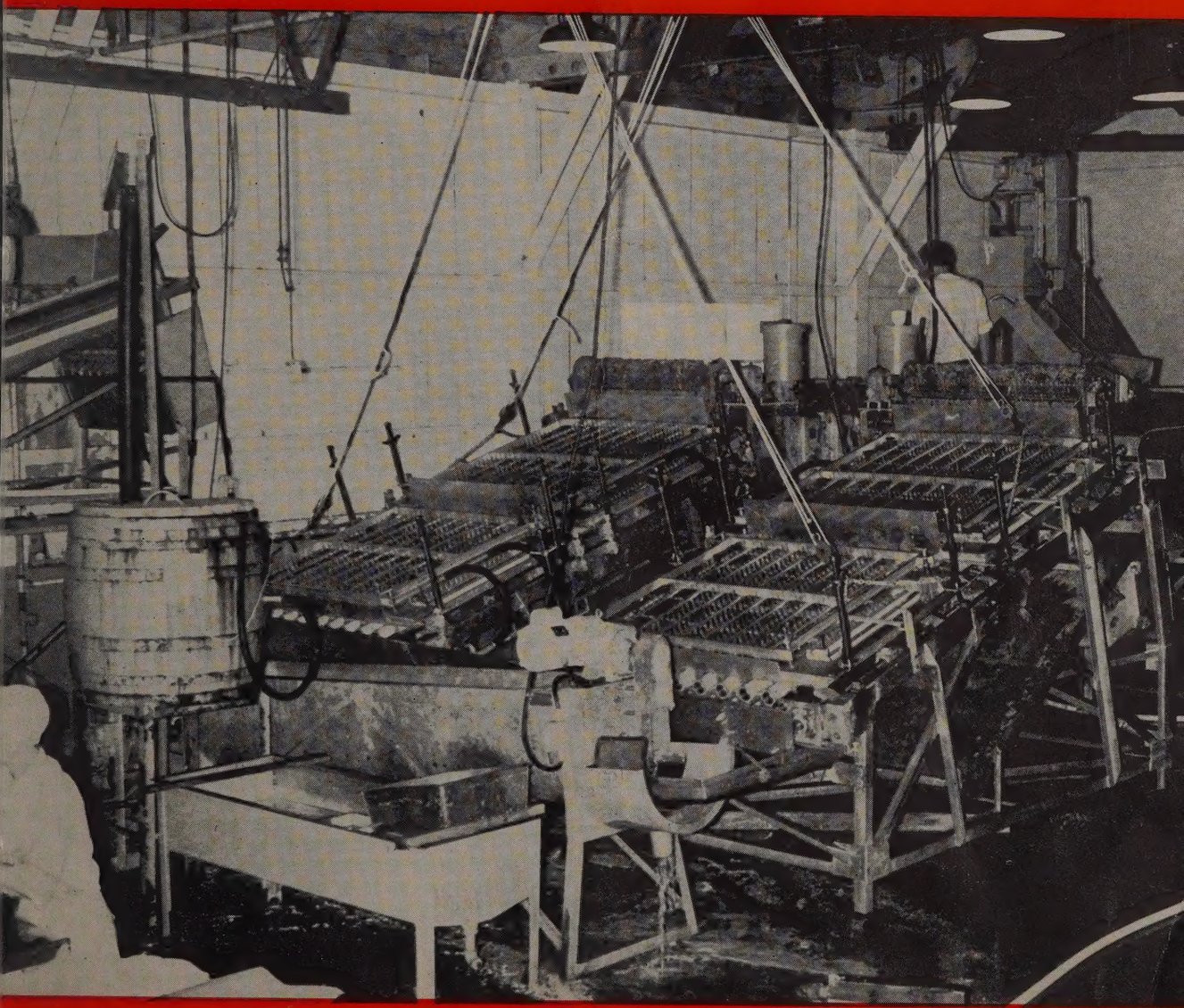
July, 1958

PACIFIC FISHERMAN

Seven Businessmen in Tokyo p9

Ocean Pink Shrimp Canning Rises . p12



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PACIFIC FISHERMAN

Our Fifty-Sixth Year— JULY, 1958 Vol. 56 No. 8

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JUL 1958 POFI FISH & WILDLIFE SERVICE

Area 2 Halibut Fishing Stretches to 59 Days

● Halibut fishing for the first season in Area 2 was closed July 2 by the international commission, which expected the 26.5-pound quota to be caught by that date.

A second season in Areas 2 and 1-A will open Aug. 11 and close Sept. 7.

The first season in Area 2 this year was 59 days in length. In 1957 the Area 2 quota was taken in 47 days elapsed itme (actually about 45 days if allowance is made for the fact that the Canadian fleet started five days late.)

The two weeks longer season this year is explained by bad weather and scarce fish during the first trip, particularly in the waters fished by the Southeast Alaska and northern British Columbia fleet and camp boats.

The local fleet also was somewhat smaller in numbers this season.

Canadian Canners Offer 25c lb. for Sockeye

British Columbia fishermen and packers were stalemated at presstime in their salmon price negotiations.

The fishermen contended price offers from the companies should be on the basis of last year's figures.

The operators insisted that since the 1958 pack was expected to be a big one—and big packs are invariably harder to sell—prices should be reduced accordingly.

The organized fishermen advised the Fisheries Association they would not start bargaining unless the operators' opening bid was at last year's level. The operators, on the other hand, maintain that such an opening would be in defiance of economic facts.

Packers' proposals at presstime were: Sockeyes, 25c per lb.; Cohoes, 14c; Pinks, 9c; summer Chums, 6½c.

Puget Seine Fishermen Ask 31c for Sockeyes

● Price negotiations between Local 3, ILWU, representing Puget Sound purse seine fishermen, and the Purse Seine Vessel Owners Marketing Association regarding the price of salmon for the coming season at presstime were swinging slowly about Local 3's request for an agreement based on 31c per lb. for Sockeyes, 21c for Silvers, and 19c for Kings.

The Sockeye request represents an advance of 1c per lb. over the agreement in force during 1957.

Herring Fishing Active In Southeast Alaska

● Herring fishing in Southeast Alaska took a sharp rise as the last week in June opened and was reported excellent, with the fish fat and yielding well for so early in the season. The joint operation of Port Conclusion in Big Port Walter developed some mechanical difficulties with the run in full production and for a time it was necessary to put the boats on limits.

Cowlitz Dam Decision Threat to Fisheries

● Pacific Northwest fishery potential lost a round in the long fight to save the Cowlitz River salmon sanctuary from destruction through a coalition of the City of Tacoma and the Federal Power Commission, which seeks to overthrow the state law reserving this last unimpaired tributary of the Columbia as a source of salmon.

Federal courts upheld in June the right of the city to condemn for dam purposes a Washington state fish hatchery.

Whether further fight would be possible was unclear at presstime.

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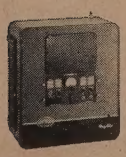

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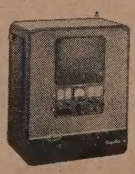

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MODEL RAY 34
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MODEL RAY 65
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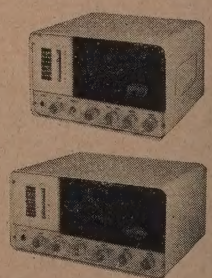

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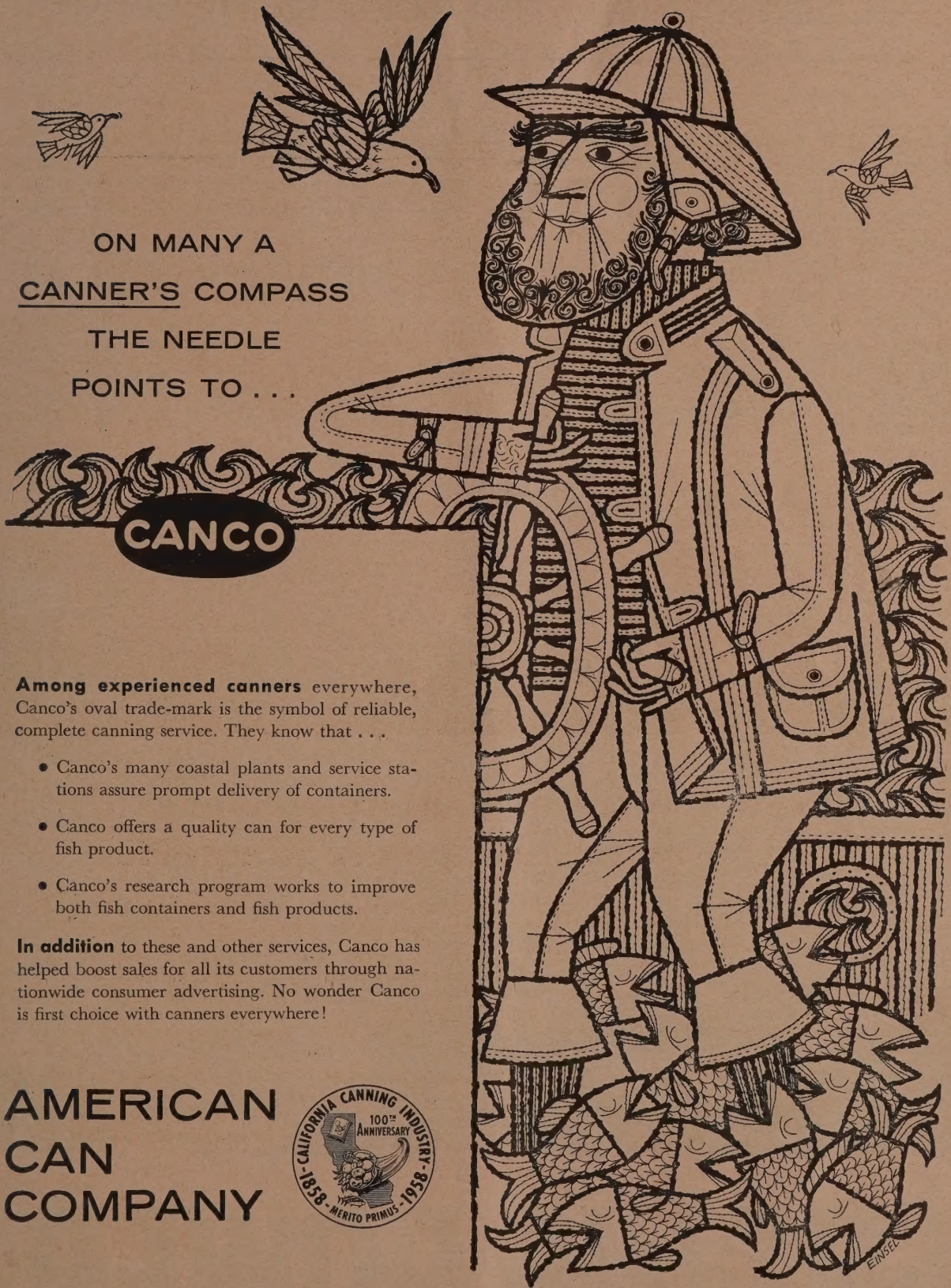

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"My old engine wasn't worn out," he says, "but I wanted more lugging power." The *Irene* drags its 100′ long net (125′ at open end) up to 390′ deep. And she'll pack a 50-ton payload. After powering-up with the D337, Skipper Wandtke has this to say:

"The added power sure makes the boat handle better—backs up a lot better, too. The tide and wind don't bother us any more. And the additional lugging power is very noticeable—have more power than we need."

Remember, too, the low operating costs of Cat Marine Engines. They give out with peak performance even on low-grade furnace oil, available anywhere you berth. Caterpillar's famed, trouble-free fuel injection system enables the engine to maintain loads for long periods without power sag; idles smoothly and lugs steadily even with the largest

A Caterpillar D337 Marine Engine provides propulsion power for the fishing boat, *Irene*, operating out of San Francisco. The heavy-duty D337 drives *Irene's* 53" x 41" wheel to 10 knots while light and maintains 2 knots while dragging a huge Western type net with 50-ton payload.

ENGINE POWER BY CATERPILLAR

Self-contained CAT Marine Engines

hauls; is free from frequent checks and adjustments. These and many other examples of dependability and economy of operation are proof that self-contained Cat Marine Engines are your number one *low final cost* buy.

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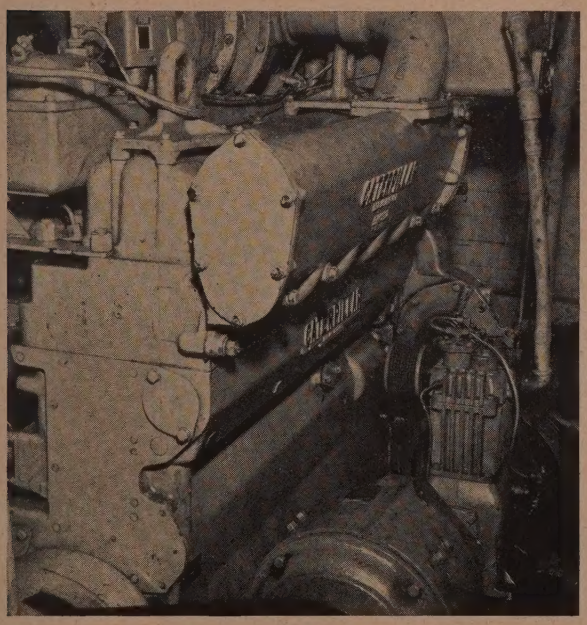
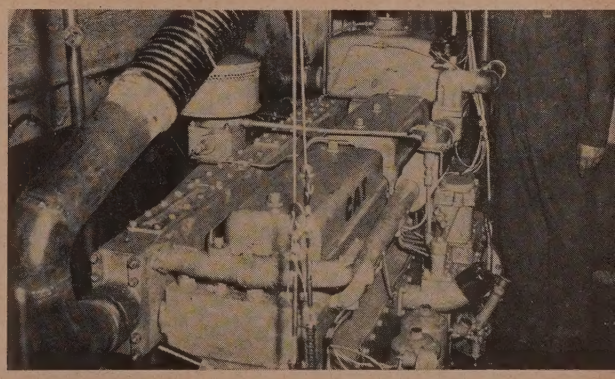
Quality is built into every component of a Caterpillar Diesel Marine Engine. This camshaft, for example, has "Hi-Electro" hardened cams and journals. This makes the outer thickness of the metal more durable and wear-resistant than ordinary camshafts.



This compact Cat D337 Marine Engine is fast gaining a reputation for unparalleled dependability and lugging power among fishermen. Its self-contained, trouble-free construction and 182 continuous HP rating enable fishermen to make maximum hauls and get back to market in profit-making time.

A Caterpillar D342 Marine Engine provides propulsion power for this fishing boat, *Western*, operating out of Seattle, Washington. Owned by George Eliasen, Olaf Bordick and Ed Flones, all of Seattle, boat is 67.6' long with 16.6' beam and 8' draft. "We got a Cat Engine," says partner Eliasen, "after seeing their performance in other boats."



This is a close-up of the Cat D342 Marine Engine with marine reverse and reduction gear. This complete and power-matched unit provides 150 continuous HP for dependable operation however heavy the load. Check with any of the many fishermen who depend on Cat Marine Power to do a job for them. You'll find complete satisfaction and good reason for it.

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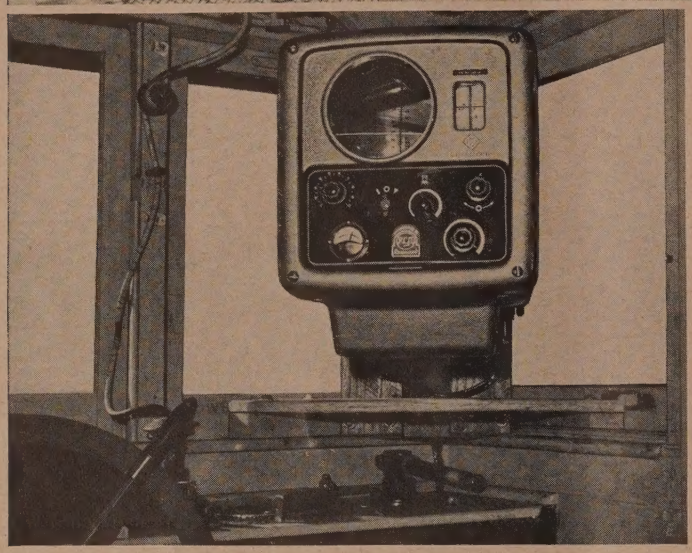

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Says Capt. **Charles Stiansen,** skipper of Dragger "Priscilla Ann"

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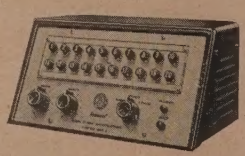

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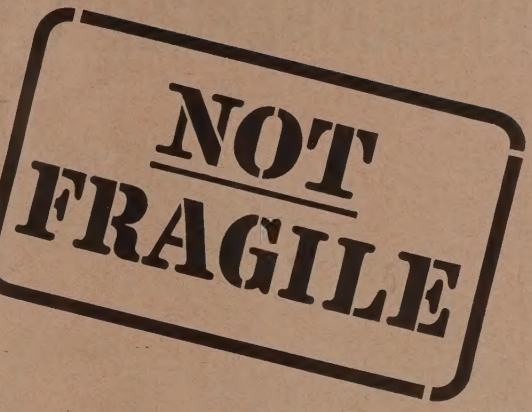

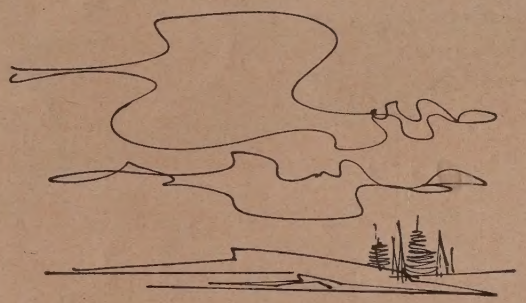

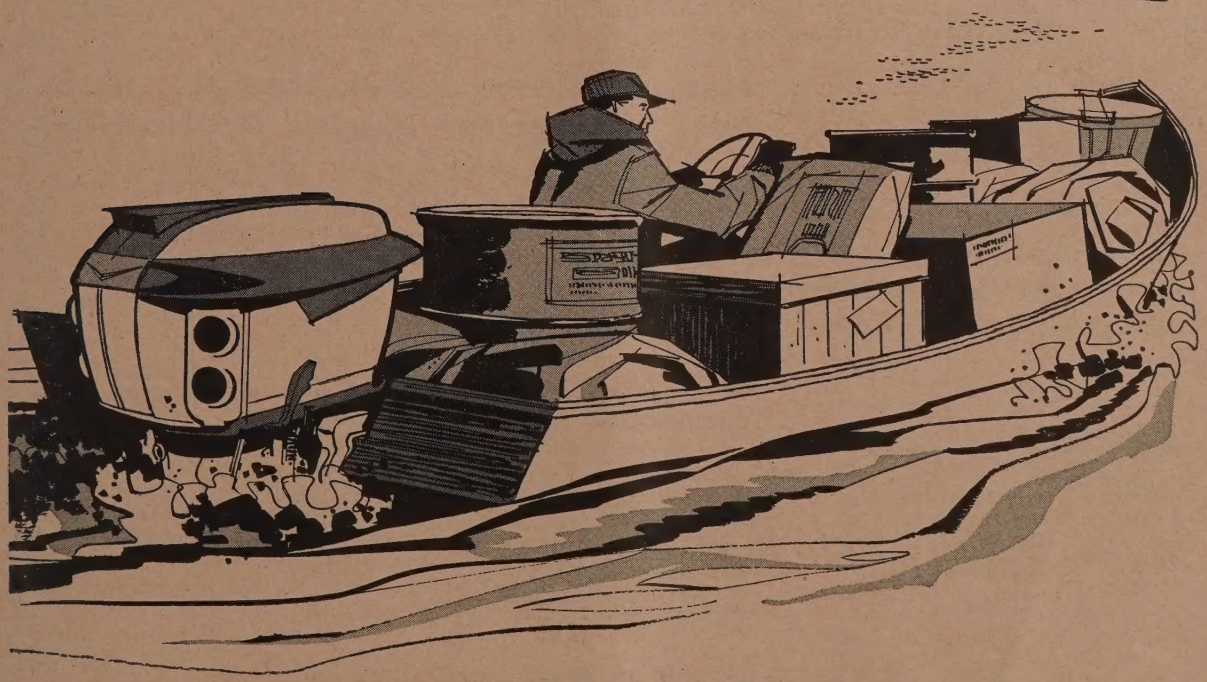

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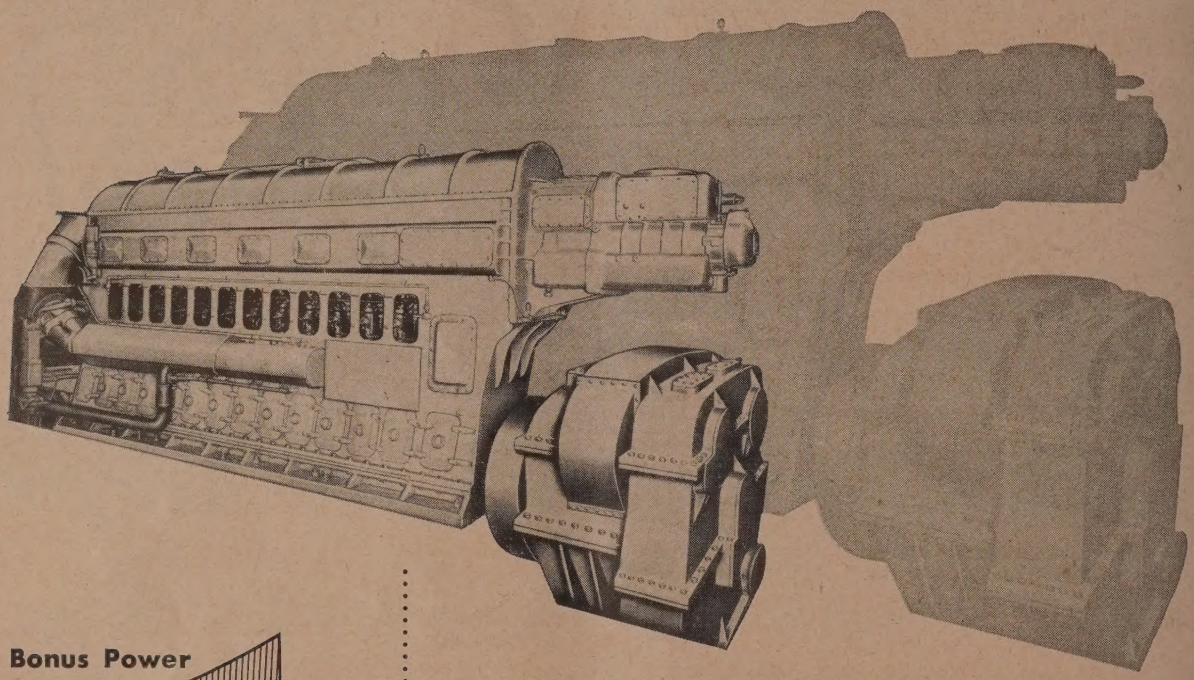

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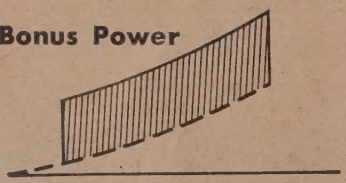

Auxiliary blower is automatically declutched at loads above approximately 1/3 rating to deliver more usable power at the flywheel.

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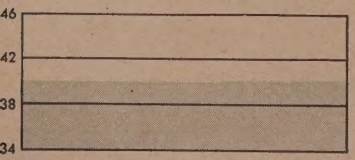

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Businessmen's Talk Opens the Door For Bristol Bay Fishing

● American salmon canning operations on Bristol Bay this season were mounted in the face of unfathomable hazards which left nothing certain save that the venture was one of acute risk.

That the enterprise was undertaken at all was due primarily to the success of an informal, unorthodox discussion between American and Japanese salmon operators.

Until those talks in Tokyo at the end of May the hazards appeared to be so great as to forbid American operation. Why? What were the special hazards?

The run was not expected to be big.

The Japanese fishery of 1957 had already taken 12½% of the 1958 run as immature fish. This year the Japanese could be expected to get 33% of the remainder, *if they fished where they did last year.*

The Bureau of Commercial Fisheries wanted 5 million fish as spawning escapement. To get this it had already determined upon a 2-day fishing week, which would be cut further, or all fishing closed down if necessary to get the escapement.

This left an estimated 2 million Reds for the American fishery—166,000 to 175,000 cases. Obviously, a normal operation could not hope to prove profitable on such volume.

● What could be done?

Discussions between the Japanese Fishery Agency and the U. S. Department of State had produced only a declaration by the Japanese that they would take no more than 11 million Red salmon in their North Pacific operations this season.

But *where* would they take them? If the 11 million Reds came out of the Bristol Bay run in the same degree as in 1957, the run would be wiped out.

The Japanese government spokesman could give no assurance as to *where* the fish would be taken, except that fishing of course would be west of the 175° West Longitude Provisional Line established by the International North Pacific Fisheries Treaty.

● To the American operators this question of *where* the Japanese would take their catch became the paramount problem. If the Japanese catch was to be made close to the Provisional Line, and much of it above the Aleutians, then the American industry would be wasting its money to go North. It might as well shut up shop. No use to spend millions in mounting expeditions which didn't have a chance, in a season which might never open.

If the Japanese government would not bind itself with respect to location of the Japanese fishing operations, there was only one source from which the action could be sought: the Japanese industry.

Accordingly, American operators decided to discuss their problem with the leaders of the Japanese operators, in a strictly informal and unofficial way—while at the same holding their own preparations in suspense until the outcome of the conference could be known.

● Thus, in the last week in May, H. B. Friele, president of Nakat Packing Corporation; Mike Smart of Balfour, Guthrie & Co.; Kenneth Hard-

Freezership Operations Suspended on Bristol Bay

● Freezership operation on Bristol Bay is suspended this season as result of economic stresses set up by the inroads of the Japanese high seas salmon fishing on the American resource, and its resultant severe reduction in fishing time as the Bureau of Commercial Fisheries strives to discharge its responsibility for providing an adequate escapement of salmon, regardless of the effect upon industry.

Further contributory factors include operation of the gear timetable and the virtual impossibility of making a profit with a freezership under the prospective regulatory program.

Two other influences bearing directly against the freezerships are (1) the area licensing system designed to reduce the tendency for mobile units to rush points of best fishing, with resultant destructive concentration of fishing effort; and (2) the fact that at presstime Seattle market quotations on Red talls canned from freezership fish are $4 below those for the standard article, with from-frozen halves $3 under those packed from fresh fish.

● As result of the 1958 concentration of these operating problems it appeared at presstime that there would be no actual freezership operation on Bristol Bay this year. The several freezers have arranged to operate their quota of boats and to have their salmon canned by one or the other of the shore canneries.

Beside the floating cannery *Alaska Queen* of the Queen Fisheries, Inc., American Packing Co. has the floater *Kayak,* formerly operated in Central Alaska by the Kayak Packing Co., in the Bay.

wicke, vice president of Libby, McNeill & Libby; and R. E. Graham of P. E. Harris Co., Inc., went to Tokyo. There they conferred with Tsunejiro Hiratsuka, president of Nichiro Gyogyo K. K.; Kyuhei Suzuki, president of Nippon Suisan K. K.; and Kenkichi Nakabe, president of Taiyo Gyogyo K. K.

The American problem was laid before the Japanese industrialists. Would they indicate where they expected to catch the 11 million Reds? If they took them according to the pattern of the 1957 and 1956 fishing, the American industry was faced with no alternative but to suspend operations on Bristol Bay this season.

● This the Japanese did not want.

Obviously, and inevitably, the reaction on American public opinion would be detrimental to their interests. The Pelly Bill pending in Congress presented problem enough. An American debacle on Bristol Bay readily could produce its passage.

● Out of the conference between businessmen came understanding.

Japanese fishing operations would be limited sharply in waters where research shows a substantial portion of the Red salmon population is composed of fish of North American origin.

They would be conducted in a manner designed to limit the drain upon Bristol Bay Red stocks, while at the same time not seriously impairing the effectiveness of the Japanese high seas enterprise.

Confident that this program would be carried out, the American Bristol Bay operators activated their expeditions.

The understanding was wholly unofficial, reached between competing businessmen without participation of the governments involved or of any elements of the International North Pacific Fisheries Commission.

It permitted an operation on Bristol Bay this season, albeit one of great risk.

Earliest Salmon Fishing Tends Toward Slack Side

● Salmon fishing reports and prospects at presstime were of a decidedly uncertain sort, with none encouraging and the hour still too early to give up hope.

Copper River was about done, after a disappointing pack running to just above half—possibly 55%—of last year's. On the other hand, not much was expected of the Copper. It wasn't expected to yield well, nor was it expected to be as poor as turned out.

Reports from the Copper River fishermen said that numbers of net-marked Sockeyes were observed in the catch. As the Copper River was at that time the only area in Alaska where gillnet fishing was in progress, it was obvious that the fish had escaped from gillnets on the high seas before entering territorial waters.

Unfortunately, it does not appear that any net-marked fish from the Copper River fishery were preserved for proof and study.

Peninsula was hard hit by weather up to late June, with many days of the early season when fishing could not be pursued.

Nushagak had an exceptional run of Kings, big fish. Whether this could be accepted as a forerunner of a reversal in the recent Nushagak weakness in Reds was debated by some, with the feeling general that the relationship between these two species was too slender to be relied upon with any confidence. Mild curing of some of the Nushagak Kings was indicated.

Karluk district of the Kodiak Island area was closed to commercial fishing from June 21 until 6 a.m. July 7 in order to provide escapement from the scant Red run. The district had opened to fishing June 2.

Columbia River fishing resumed just after the middle of June, with the usual spurt of fish which had accumulated in the river, or in ice, during the closed season. Bluebacks amounted to about 30% of the salmon catch—weight basis, not fish count—at the time of resumption. Best fishing was in the middle river, but this declined quite rapidly after the start.

Strike of Columbia River fish plant workers, which closed 15 establishments for a period, was settled in June before the openings of the summer salmon season. Thus it had little or no effect on salmon operations, although the shrimp canneries and fillet plants of the area were forced to close or divert their deliveries to other ports.

Settlement reached was on the basis of an increase of 3c per hour in wages, plus the inclusion of Labor Day in the status of a paid holiday, with double time for work done on that day.

Puget Sound activity was limited to preparations and price discussions, with the latter showing the fishermen and packers a long, long way apart in their early ideas.

Chile's Fishery Potential Vast, Peter Schmidt Finds

Fisheries of Chile have enormous potential as yet largely undeveloped.

Preparations for processing in that long Pacific country of South America have run far ahead of fish catching facilities and methods.

Possibilities for the future cannot yet be fully grasped, as so little is known about the resources of Chile outside the inshore waters and protected bays.

Atlas, Ltd., Danish manufacturer of fish reduction machinery, has installed 10 thoroughly modern plants in Chile in the past two years, but fish-catching facilities have not kept pace with the processing provisions.

Reduction fishing is now largely confined to trawling for *merluccius,* a form of hake, of which there are large supplies; but enormous resources of pilchards are not being utilized because there are no boats or methods adapted to their capture.

Above are some of the impressions brought back from Chile in June by Peter Schmidt, president of the Marine Construction & Design Co., Seattle, who visited the South American west coast in connection with a contract held by his company for the design and construction of vessels specially adapted to Chilean fish and fishermen.

In addition to his investigations in Chile, Mr. Schmidt spent a shorter period in Peru, where the Puretic Power Block, manufactured by his company, is distributed by the Wilbur-Ellis Co., and is being introduced successfully into the anchovy and bonito fisheries.

Kvichak Red Migration Reaches Fantastic Levels

Numbers of Red salmon seaward migrants from the Kvichak system of Bristol Bay reached fantastic levels this spring, quite exceeding those of any year for which definitive studies have been made.

These fish are the progeny of the great escapement of 1956 to the spawning streams tributary to Lake Iliamna, which are believed to have received on the order of 10 million spawners in that year.

Southern California Domestic Tuna Deliveries

Cumulative totals for 1958 through June 14, in tons, as reported by U. S. Market News Service.

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
Clippers and Albacore Fleet	4	....	21,892	19,722	31	41,649
Purse Seiners		1,609	1,197	14,162	288	17,256
Total 1958 through June 14	**4**	**1,609**	**23,089**	**33,884**	**319**	**58,905**
Total 1957	224	118	15,846	42,074	46	58,308
Total 1956	180	1,061	25,283	45,827	41	72,392

When— and Where— Will Albacore Strike?

● Jumpy as flying fish with Yellowtail about, Southern California's Albacore fishermen at presstime were trying to forecast the time and place when Longfin tuna would appear off the coast.

Most of them favored appearance further north than usual—north of Guadalupe, perhaps.

Why there?

Waters southerly seemed almost too warm for Albacore.

The California Fish and Game survey boat *Alaska* completed a cruise in early June, and from her findings of ocean conditions Fish & Game officials were betting the 1958 season would develop much the same as that of 1957.

Ocean tempertures were generally much warmer than they have been for a decade, indicating better fishing would be found farther north, where temperatures are cooler and more to the liking of the Albacore.

In mid-June, the *Alaska* reported temperatures around 64½° F. to 66½° F. between San Pedro and Guadalupe Island, around two degrees warmer than they were up to two years ago.

On a second cruise south from Guadalupe, the *Alaska* found temperatures around 66½° F. and 67° F., and on a third cruise the temperatures were logged as high as 69° F. No fish were caught.

Commercial fishing boats reported an Albacore or two in California waters, but nothing approaching any significant quantity.

Indications were that the run would come in North of Guadalupe Island, subject to changes in weather.

Two Tuna Scientists Die In Line of Their Duty

● Line-of-duty deaths among fishery research scientists in recent years on the Pacific was raised to six in June with the deaths of Dr. Bell Shimada and Townsend Cromwell in an airplane crash in Mexico. They were en route to Acapulco to meet the research vessel *Blair*, Dr. Shimada to take charge of her biological work for the Inter-American Tropical Tuna Commission, and Mr. Townsend to head her oceanographic studies.

Dr. Shimada was embarking upon his final tour of field duty for the Tuna Commission, as he was due to leave its service July 1 to become chief of a new tuna research project being established by the U. S. Bureau of Commercial Fisheries out of its new Southern California project office.

He was a graduate of the School of Fisheries of the University of Washington, by which he was granted a doctorate in 1956. After five years of service in the U. S. Army during World War II, including service as a fisheries expert in Japan during the Occupation, Dr. Shimada served the U. S. Pacific Oceanic Fisheries Investigations in Hawaii; and then shifted to the Inter-American Tropical Tuna Commission's research staff.

He was known among fishery biologists as one of the brilliant minds in their science. Among fishermen, with whom his work for the Tuna Commission was closely concerned, he was regarded as a scientist who would have made a wonderful fisherman. Although he died at 34, Bell Shimada had made a distinct contribution to the world's knowledge of its tunas.

● Deaths of Dr. Shimada and Mr. Cromwell point the fact that the paths of fishery biology are relatively perilous among scientific callings. Six Pacific fishery scientists have died in line of duty in the last four years.

George Kelez, Richard Shuman and Lawrence Kolloen, U. S. Fish and Wildlife Service biologists, died flying to Alaska, as Shimada and Cromwell did in Mexico; and Peter Johnson of the International Pacific Salmon Fisheries Commission research staff was drowned in the Skagit River.

Percentage mortality among fishery scientists is high; and part of the price of knowledge is paid in human life.

Independent Tuna Canners Form Own League

● Southern California tuna canners other than the "Big Three" last month organized the Independent Tuna Canners League, to deal with individual and collective problems peculiar to the smaller, independent canners.

Max Gorby of California Marine Curing & Packing Co. is chairman of the board of the new association. E. L. Morris, formerly director of the Tuna Research Foundation of the California Fish Canners Association, is president and executive head. William Hogan of South Coast Fisheries, Inc., is secretary.

The work of the new organization, Mr. Morris indicated, would supplement that of the California Fish Canners Association, dealing with matters in which the independent canners' interests are not identical with those of the larger operators.

One field of activity for the independents' association is legislation. Mr. Morris spent two weeks in Washington in the interests of the independent canners last month. Legislation, however, Mr. Morris said, is not the only activity of the new organization. Various other projects are now being undertaken or considered, he said, but the new group will not concern itself with labor matters.

Headquarters of the Independent Tuna Canners League are being established in Long Beach.

Mexican Longliner Hits Fantastic Tuna Fishing

Tuna fishing at a rate fantastic for longlining was reported by a 62′ converted purse seiner which put into Veracruz, Mexico, recently with 6.2 metric tons of fish for a 4-day trip. The fish was taken at the rate of 20 tuna per 100 hooks, which is extremely heavy fishing for this type of gear.

Building an Industry In Record Time With

Ocean Pink Shrimp

● How fast can you build an industry?

Granted raw material, courage, know-how, *and* a market, it doesn't take long.

If the raw material is *shrimp,* it takes less time than that.

Two years ago commercial abundance of tiny Ocean Pink shrimp was proven off the Washington-Oregon coast. Today there are six canneries in operation, and another due for completion this summer.

Landings in Washington alone in the first five months of 1958 totaled 3,045,900 lbs. In the first five months of 1957 the total was 566,000. In 1956, nil.

● What is the prospect for this year? A few months ago (*PF* April, page 50) we quoted a prediction that "the 1958 catch of Washington-Oregon shrimp will total 10 million pounds." That prediction appears to be coming true. When the 3-million-pound mark was reached the heavy catches were just starting to come in. You could count the active vessels on one hand last year. This year there are over a score of draggers engaged. The fleet may reach 25 to 30 by autumn. The question now rises: has the infant industry reached maturity?

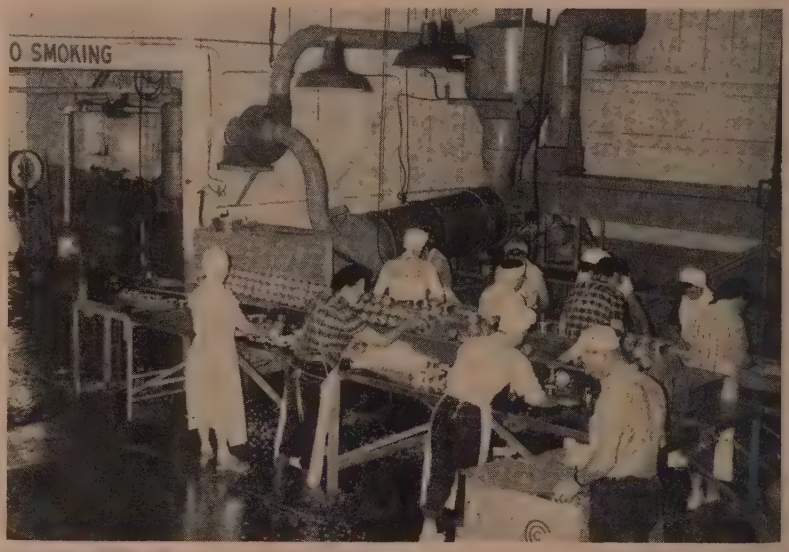
And what has made this little shrimp industry grow?

1. *Demand for shrimp seems insatiable.*

2. *Supply never excessive.* Fast as the supply has grown as result of the discovery of new areas, new varieties, new means of increasing production, the market has grown also. Older areas have been unable to supply the steadily increasing market.

3. *Mechanical peeling.* Tiny size of the Ocean Pinks taken off Washington and Oregon defeated commercial utilization until machine peeling was introduced in 1957.

4. *Courage and spirit.* Fishermen and operators were ready to take a chance, even before machine peeling made the business economic. First attempt to utilize the Ocean Pinks was made out of Tillamook Bay, Oregon, but it failed because hand-peeling costs were too high to permit the product to be sold. Then Ivar Wendt, Ed Kaakinen, and a number of Washington fishermen found the combination in canning shrimp picked by Peelers machines brought from New Orleans by Mr. Wendt.



Hand-filling Pacific Ocean Pink shrimp in the Crown Packers cannery at Hoquiam, with the air-blast cooling and winnowing equipment for removing any bits of shell shown in the background. Can seaming department is through the door at the left.

Problems and Techniques

● Not all of the problems have been solved, but a lot of advance has been made with the assistance of state and federal technologists. (See "Shrimping takes a Look at Itself," *Pacific Fisherman,* April, 1958.)

Nor are all of the solutions the same. Some operators blanch the shrimp meats in hot water; others in steam. Some use a citric acid solution to fix color; others do not. Some use (and declare) artificial color; others do not.

To examine the methods, equipment and thinking of the industry, *Pacific Fisherman* visited all active canneries in Washington in June. This article reports the findings.

● 1. *Where are the shrimp being caught?*

Largest catches in June were coming from the area off Tillamook Bay, Oregon. Last year 90% of the catch was from waters a few miles northwest of Grays Harbor. Survey vessels recently found commercial quantities to the north off Destruction Island, but recently fishermen complained that

dogfish created a fishing problem in that area. The USFWS vessel *John N. Cobb* at this writing was making a third 1958 exploratory shrimp cruise further south, on the central Oregon coast, to study possibilities of larger Side-Stripes as well as the Ocean Pink or cocktail shrimp, that are now the only product. The *Cobb* will test with a small trawl from Cape Falcon to Newport, Oregon.

2. *What methods for catching?* Northwest trawlers have discarded conventional beam-trawl and otter-trawl methods and are exclusively using a flat balloon trawl developed for the Gulf shrimp fishing and manufactured by Marinovich Trawl Co. of Biloxi, Mississippi, and sold through local supply houses. The fine cotton net is subject to snagging, and repairing the nets is not easy. Shore trips and careful icing are making it possible to deliver shrimp in good condition after a 2- or 3-day trip, with catches as high as 40,000 pounds or better. The catch is packed in ice in shallow boxes to prevent injury.

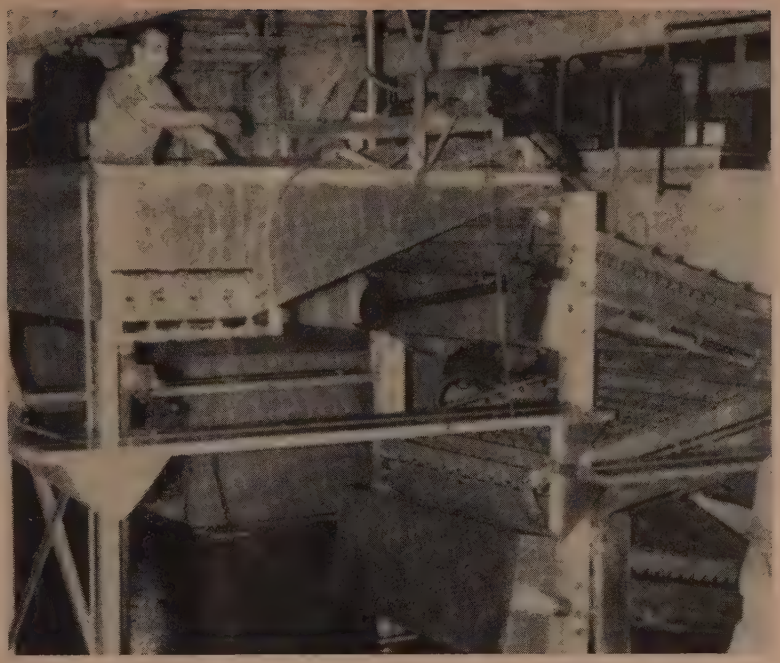
3. *How constant a supply?* No one can answer that question definitely as yet, but fishermen, operators and officials all seem interested in devising methods of conservation before they become *necessary*. Milo Moore, Washington's state director of fisheries, held a hearing at the end of May at which all elements of the industry agreed a winter closed period during the shrimp spawning season would be a sound beginning on conservation. Before the winter of 1958-9 a closure of three to four months may be anticipated. In the meantime, the state biologists study the life history of the Ocean Pinks to determine when protection will be most productive.

4. *Reduction of waste?* Since only about 20% of the gross landed weight of shrimp goes into the canned product, the effort has been to develop waste into shrimp meal or "bran." Existing plants can do this, and this will prevent dumping of waste and thus creating local pollution problems.

5. *Quality-control?* Among the agencies looking over the shrimp packer's shoulder is the U. S. Food and Drug Administration, which so far has been generally satisfied with the finished product. Spoiled shrimp won't go through the peeling machines. Coloration is something of a marketing problem, as Ocean Pinks have a pale complexion. Some packers seek to correct this with U. S. certified color, but others feel artificial color can be avoided by special handling methods. Trend in the industry seems to be away from the use of coloring.

6. *Will it pay?* There's another question the industry can't answer, yet. Operators feel merchandising must aim to create a demand that will support a price at which they can stay in business. Says one packer: "These present plants can put out all the shrimp we can catch, and the public will buy all we can; but I'm afraid some of us are practically trying to give shrimp away." So far, brokers are doing an excellent job of moving Pacific shrimp onto grocery shelves.

7. *What are the production techniques?* The best way to picture this is with a rundown on the Washington plants:



Compact Skrmetta shrimp-picking machine installed in the new Sutterlin-Pacific Pearl shrimp cannery in Aberdeen, Wash. All washing and picking is accomplished in the three-deck unit shown here, first of this type machine to be installed on the Pacific Coast.

Dick Sutterlin registers satisfaction as he watches the Skrmetta shrimp picking machine at work in the Sutterlin Division of Pacific Pearl Frosted Foods, Inc.

Sutterlin Shellfish

● Sutterlin Shellfish Division of Pacific Pearl Frozen Foods, Inc., is located at Aberdeen, managed by Richard Sutterlin. This is the newest currently-operating plant, and has attracted industry interest because here is the first commercial operation of a new type of shelling and processing machine invented by Ray Skrmetta, president of Deepsouth Packing Co., Inc., New Orleans. A very compact and efficient machine, it combines peeling, washing, and separation in one unit, built entirely of stainless

"Shrimp Rush" Swings To Central Alaska

The sharp northward trend of Pacific shrimp fishing interest seemed this summer to be focusing on Central Alaska in the areas adjacent to Kenai Peninsula and Kodiak Island. Indications were that three or four companies would be producing machine-picked shrimp in this general area by fall.

The problem of trawling shrimp in areas where King crab trawling is prohibited is expected to be overcome by shifting the shrimping to waters where this stricture on dragging does not apply. With proper fishing gear it appears the Ocean Pink shrimp can be taken over enormous areas of bottom.

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Second, because Ni-Bral propellers cost practically the same as ordinary bronze propellers . . . yet offer you 4 important advantages:

1. Four times longer life than ordinary bronze propellers because of its superior corrosion and cavitation-erosion resistance.

2. Less vibration. Because of its great strength, 5-bladed wheels can be used in sizes down to 18″ diameter. Less vibration . . . and less leakage at stuffing boxes.

3. Better resistance to damage from floating debris. A Ni-Bral wheel is so strong that it will resist deformation.

4. Extra power and speed because Ni-Bral's high strength-weight ratio permits up to 10% thinner blades, up to 20% reduction in propeller weight. You get maximum thrust, minimum drag.

Third, because you can get a Ni-Bral wheel in the diameter and pitch you need, in five-bladed wheels (18″ and above) as well as three-bladed wheels, from any leading propeller producer. They all make them now: Michigan Wheel Co., Grand Rapids, Mich.; Columbian Bronze Corp., Freeport, L. I., N. Y.; Federal Propeller Co., Grand Rapids, Mich.; Stannus Propeller Co., Detroit, Mich.

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Les Waring, manager of Crown Packers, with the vibrating screen which prevents pollution by screening all waste water from the shrimp cannery before it is discharged into Grays Harbor.

Hoquiam Shrimpers discharging their catches at the plant of Crown Packers, the light-colored building in the center of the photo.

steel, aluminum, and nylon materials.

Unloaded at the dock on the Chehalis River, the shrimp are conveyed across a short inspection belt, then run through the Skrmetta machine, from which the meats pass into a cooker devised by Mr. Sutterlin from his own visits to Gulf shrimp canneries. In this cooker the shrimp meats are blanched in hot water for 40 seconds to protect color and flavor. Emerging, they go through a cold dip and spray to the final inspection belt, by which they are carried through an ice-water bath to cool them further and to firm the tender tails before they are filled by hand into American Can Co. 6½ oz. "tuna size" lithographed halves bearing the *Pacific Pearl* label. By use of lithographed cans the labeling process is avoided and the cans are insured against becoming shelf-worn.

Cans are brined and closed by an American Can Co. vacuum machine, and then processed in a vertical retort.

Fishing for Sutterlin at time of writing were *Gary Denn, Roberta* and *Tillie M.*, with another vessel due to join the fleet this summer.

Crown Packers, Inc.

● This cannery at Hoquiam, Wash., is operated by Lester Waring with Al Haas as plant superintendent. It was equipped last October, with operations commencing very early this year. By early June over a million pounds of shrimp had been put through this plant, with seven vessels in the Washington fleet landing there, plus occasional Oregon trawlers. Washington vessels included the *Cavalier, Celtic, Mylark, Fort Bragg, Kodiak, Lee Rose* and *McKinley*.

The heavy landings possible with such a fleet of trawlers are handled promptly by two Peelers machines, installed side-by-side. These machines, identical with 10 others installed in pairs in Oregon and Washington canneries, provide the mechanization which made development of the shrimp industry in the Pacific Northwest economically possible. In the Peelers machine the shrimp are washed down through a series of troughs formed between rotating rubber rollers, while 1500 tiny hammers are brought down in rapid, gentle taps on the shells of the shrimp. The meats are thus freed and are washed down the incline of the rollers, while most pieces of shell adhere to the rollers and pass beneath. The meats are gathered in a flume at the foot of the machine, pass through a washer which removes more shell, and then are pumped up into a separator, or "skimmer." This has metal rollers similar to the rubber rollers of the first component, only with finer adjustment to remove smaller pieces of shell.

A conveyor in the Crown plant then carries the shrimp meats through a a cooker, then below one fan for cooling and another for drying. The drying occurs as the meats pass gently through a cylindrical, slightly inclined trommel to another conveyor belt for inspection. They are then delivered to shallow metal trays with screen bottoms for immersion in a brine-citric acid solution to control PH and salt content before hand-packing and closing on a Canco seaming machine. Pfizer citric acid is used, from the Chas. Pfizer Co. of New York. Ridgway labels are used for Crown's own *Sea Gem* brand.

A new unit installed by Crown Packers this spring to avoid pollution is a Southwestern Engineering Co. vibrating screen, which handled all waste water from the plant at the rate of 200 gpm., recovering shall and bits of organic material before discharging the water into the bay. Solids screened out are added to the primary offal for delivery to the reduction plant. This screening operation was undertaken in cooperation with the Washington State Pollution Board to prevent undesirable waste accumulation in the Harbor. It is said to be the first installation of this particular type of unit, although waste is separated by other processes in other local shrimp plants.

Concluded Next Month

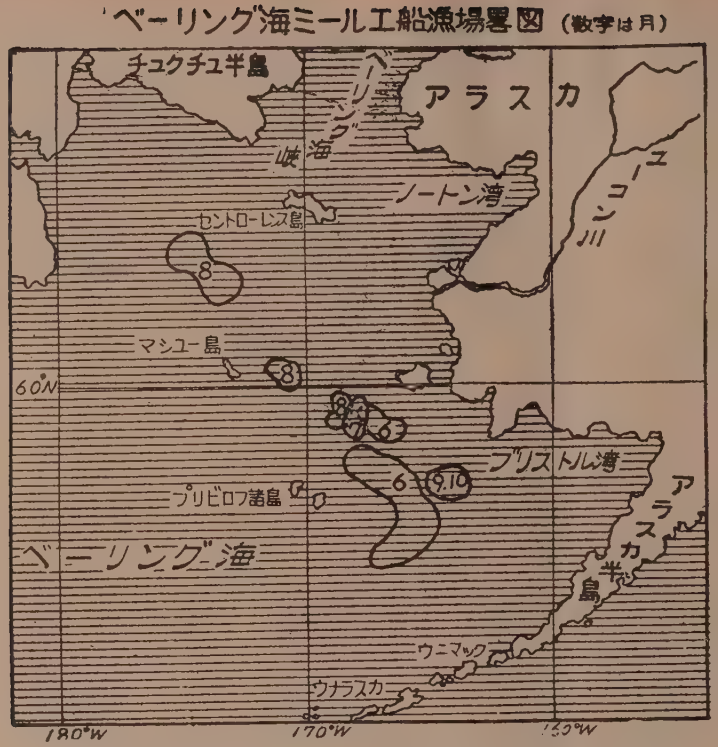
Further phases of Washington's Ocean Pink shrimp fishery, including developments at Westport and on Willapa Harbor will be dealt with in the August issue of this journal.

Don Powell Named Aide To BCF Regional Director

Donald E. Powell of Seattle was promoted in June to be assistant regional director of the Bureau of Commercial Fisheries at Seattle, aiding Samuel J. Hutchinson, regional director.

Mr. Powell has been with the U. S. Fish and Wildlife Service since his graduation from the University of Washington School of Fisheries in 1949. While in college he worked for the Fishery Research Institute on problems connected with Alaska salmon.

He joined the U. S. Fish and Wildlife exploratory fisheries section in 1949 and 1951 was transferred to the Service's central office in Washington, D. C., where he became Chief of the Exploratory Fishing and Gear Development Section before returning to Seattle in 1955 as Chief of the North Pacific Fisheries Exploration and Gear Research program.



Where Japanese seek 65,200 tons of Bering Sea bottomfish for salting and reduction into fish oil and meal. During June operations will center in the areas marked (6) on this sketch. July will seek them at (7); August at points marked (8); September and October at (9-10).

Japan's Bering Sea Trawl Fleet Seeks 65,200 Tons

● Japan's exploitation of the Bering Sea fishery resources moved into a new phase in June when the 10,000-ton factory ship *Kinyo Maru* and her satellite fleet of 22 vessels went to work southwest of the Kuskokwim River and virtually due south of Nunivak Island.

Kinyo Maru, originally a Finnish vessel, is equipped with the newest and finest Danish fish reduction equipment, with a daily capacity of 600 tons of fish. The equipment is of Atlas manufacture and is in fact the largest that house has ever built. Installation of the entire reduction plant was completed in Yokohama in May by F. Fester and S. V. Terkelsen, engineers from the Atlas factory. The machinery is virtually automatic in its function and is designed to produce light-colored fish meal of 70 to 75% protein from the Bering Sea cod, pollock and flounders. The meal will be tailored to the specifications of the German market, to which it has been committed.

To produce the 600 tons of fish which *Kinyo Maru* will require daily is a fleet of 20 trawlers, most of them of the 100-ton class. In addition, the operation will be served by two transports of 3,000 tons each, equipped to carry oil, meal and salt fish to Japan.

Departing from Yokohama June 6, the fleet was due to be in operation June 15, remaining on the grounds until October 19. Later, during the Antarctic whaling season the *Kinyo Maru* will go to that sector, buying whalemeat from a Dutch whaling operation and manufacturing it into whale meal.

● Catch target for the *Kinyo Maru's* Bering Sea operation is 65,200 metric tons of fish, from which she expects to produce:

	Tons
Cod meal	720
Pollock meal	10,200
Flounder meal	1,400
Salt fish	1,350
Fish oil	960

Warren F. Looney Shifts From State's Fish Desk

American fisheries lost an effective voice and hand in the Department of State and in the international field in June with the transfer of Warren F. Looney from the office of the Special Assistant for Fisheries and Wildlife to the staff of the American Embassy at Tehran, Iran, where he will be First Secretary of the embassy and commercial affairs officer.

Mr. Looney has been Deputy Special Assistant for Fisheries and Wildlife under William C. Herrington for a number of years, and has been associated with the office of Special Assistant in the 10 years since its organization.

In this work he has won the respect and appreciation of the American fishing industry as a quiet but wholly effective official, earnestly dedicated to service for the well-being of the American industry.

It would appear that his qualities have been appreciated in the Department of State, for his new assignment takes Mr. Looney to one of the significant and sensitive American embassies.

Dr. G. Y. Harry Heads B.C.F. Alaska Research

Direction of Alaska fishery research for the Bureau of Commercial Fisheries is being given into the hands of Dr. George Y. Harry, Jr., succeeding Dr. William F. Royce, who July 1 became director of the Fisheries Research Institute of the University of Washington.

In his Alaska activities Dr. Harry will also be assistant regional director, according to John T. Gharrett, regional director of the Bureau's Alaska enterprise.

Dr. Harry for some time has been assistant director and research director for the Oregon Fish Commission, in the scientific studies of which he has been active for a number of years. He is a graduate of Oregon State College and, after securing an M.A. degree at the University of Michigan, was granted his doctorate by the University of Washington School of Fisheries.

S.E. Alaska Migrating Pinks at 1957 Level

Downstream migration of Pink salmon from the streams in the southern part of Southeast Alaska this spring approximated the migration of 1957, according to studies reported upon by John T. Gharrett, Bureau of Commercial Fisheries Alaska regional director.

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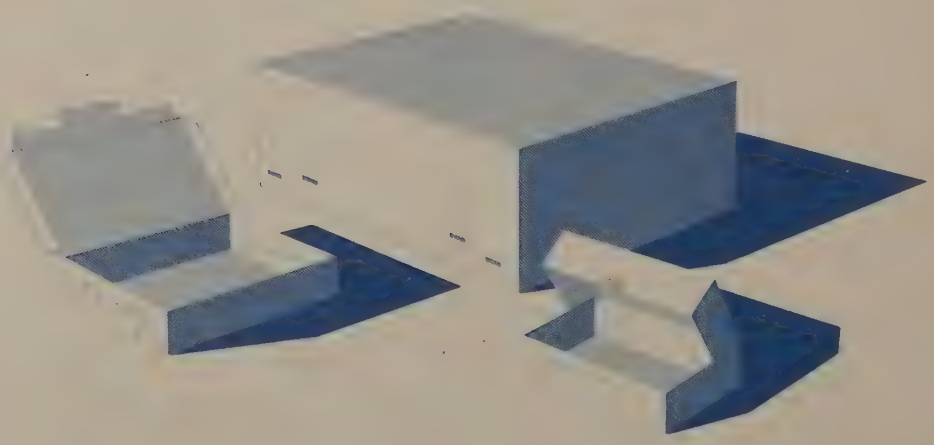


PACIFIC FISHERMAN'S NEWS

JULY 1958

Troll Salmon Prices Hit New High on Light Catch

● With prices running to new peaks on the basis of short supply and a demand which did not seem to count the cost, salmon trolling rolled through June in a gradually gathering pace.

There were complaints that fishing was poor, so poor; but on the other hand some spots had been good—Coos Bay, for example.

Most ports ran behind 1957 deliveries to the middle of June, but in the second week of that month *Pelican,* for instance, had more than twice as much fish as in the same week of 1957; and *Ketchikan* was up also.

● "Too early to get excited," was the way one observer put it.

The most optimistic acknowledged that Westport fishing had been poor indeed, and probably could not be redeemed as the summer progresses —not Westport. On the other hand, there were experienced fishermen who felt that July is the key month and that there were indications that better things could be expected.

Trollers tended to continue blaming the warm water along the coast, but conceded by the end of June that ocean temperatures seemed to be dropping alongshore as the Nor'westers began blowing steadily—and that led them to look for better fishing.

● Prices? Oh, they were terrific. Large red Kings at presstime were commanding 68c or a shade better on the Seattle auctions, and during the second week in June never dropped below 59c.

At presstime Alaska ports were paying 46c per lb. for large red Kings, against 41c in the same week of 1957.

Medium red Kings were bringing above 50c on occasion at Seattle when this was written, averaging close to 12c above the same week in 1957; while small reds at 39 to 47.5c contrasted with 31 to 36c fish in June, 1957.

Seattle was buying white Kings at 40 to 42c, just about a dime more than the year before.

In Alaska medium Kings commanded 35 to 36c, compared with 28c in the same week of the previous year, while small red Kings were 25 to 26c, in contrast with a 20c price last year. Alaska pricing on white Kings at presstime was about 35c, where a year before it was 29c.

Who pays such prices? Mild curers of course are very hungry, with casks in storage on the Pacific at a new low; but it seemed that the call for troll salmon even in the sizes which never know salt wanted fish regardless of what they cost.

All this was in marked contrast with the pricing and demand for other fish, such as canned salmon and good tuna, but it just couldn't be denied—nor explained—at a time of restricted consumer buying power and confidence.

Iceland Acts To Establish 12-mile Limit

● First action counter to the Geneva Conference retention of three miles as the normal width of territorial seas under international law came quickly —and came from Iceland, one of the bitter and implacable contenders for a territorial sea 12 miles or more in width.

At the end of June Iceland declared that its territorial sea extends to a width of 12 miles beyond a baseline drawn from point to point.

The decree is due to enter into force September 1.

Thereafter only Icelandic vessels will be permitted to fish within the area of this extended territorial sea.

● The action triggered instant resentment in the United Kingdom, where it was declared that unilateral extension of jurisdiction by Iceland would exclude British vessels from a substantial portion of their historic fishing grounds.

Expulsion of British vessels from the ocean fishing areas off Iceland might be expected to result in market retaliation.

The Soviet Union, which supported Iceland and Canada in seeking a 12-mile territorial sea at Geneva, has been an active buyer of Icelandic fishery products in recent years.

So has the United States.

Thus fish emerges again as a prime ingredient in world politics.

B. C. Herring Price Set After 9-Month Strike

It didn't take long for James Sinclair, former Canadian fisheries minister, to get important results in his new job as president of the Fisheries Association of B. C. Four days after his appointment he succeeded in winning over the striking herring fishermen, who settled for terms offered by Mr. Sinclair after being nine months on strike.

Fishing for herring was resumed June 17, the fishermen's union having accepted a price of $13 a ton and signed an agreement that will run through until next March. Coupled with the price pact was an agreement to turn over extra pay for shorthanded crews to the union welfare fund designed to establish a pension plan for fishermen and allied workers.

Next move by Mr. Sinclair was aimed at working out a price settlement on salmon.

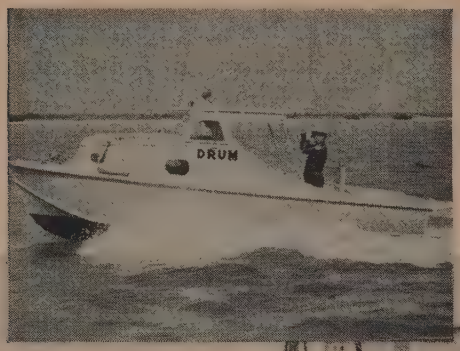
G. C. Broadhead Carries On Shimada's Tuna Research

Gordon C. Broadhead has taken over the Tuna Commission research work formerly carried on by Dr. Bell M. Shimada, who was killed in a plane crash in Mexico last May.

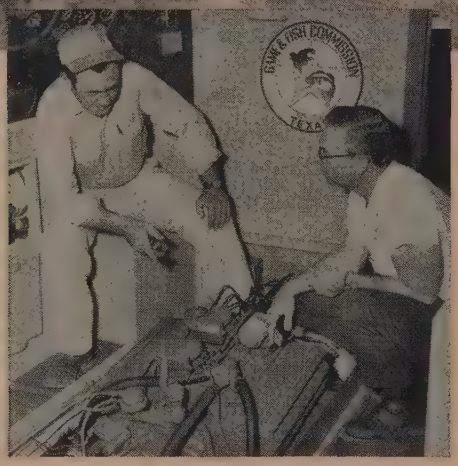
Mr. Broadhead's assignment was decided some time ago, as Dr. Shimada was to have transferred to the U. S. Fish & Wildlife Service from the Tuna Commission in June.

Texas Coastal Waters explored and patroled with Chrysler Marine Power

M. B. Mullinax, Game Warden Supervisor, patrols Rockport Bay in 26-ft. Chrysler-powered patrol boat.



Marine Laboratory, Marine Fisheries Division, Texas Game & Fish Commission, Rockport, Texas.



S. S. Shults (left), Marine Maintenance Engineer, and Howard T. Lee, Director, Marine Fisheries Division inspect 225-h.p. Chrysler Imperial V Special on the Boat "Star Gazer."

Marine Fisheries Division, Texas Game and Fish Commission operates a fleet of 24 boats along the Texas coast. Most of the boats are powered by Chrysler Marine Engines—others are being re-powered with Chrysler as present engines wear out.

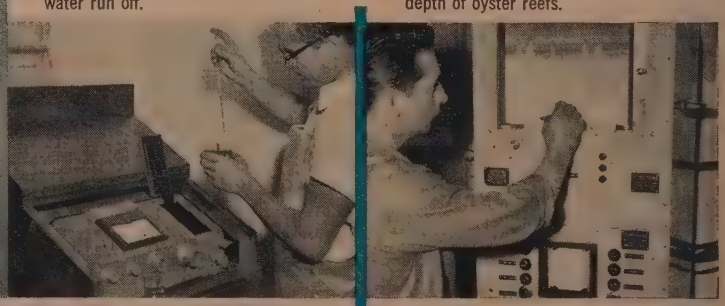
Eight of the boats—specially designed and built by Williamson Boat Works, Riviera, Texas—are used by game wardens for patrol work. All are Chrysler powered—125-h.p. Crowns and 225-h.p. Imperial V Specials—for economical cruising, plus top speeds when required.

Other boats in the fleet are used for the Division's two-fold job: (1) studying marine life in order to protect and augment the supply of fish, shrimp and oysters; (2) locating and evaluating oyster shell reefs from which the Division derives much of its operating revenue.

In spite of the fact that the boats operate the year round in salt water, Director Howard T. Lee reports that Chrysler engines have an outstanding record for dependability, low maintenance cost, economical operation.

Roy Spears, Chemist, tests water samples from different bays to determine salinity which varies greatly according to inland water run off.

William Horseman, Marine Geologist, operates fathometer-like instrument aboard the "Star Gazer" to determine location and depth of oyster reefs.



T. R. Leary, Assistant Director, takes water from various depths for laboratory analysis.

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Pacific Fisherman's NEWS

JULY, 1958 Volume 56 Number 8

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Crabbers' Co-op. Sales Plan Spreading Along North Coast

Dick Rydman of Westport, Wash., is president of the new Washington Crab Fishermen's Association.

● Cooperative marketing of Pacific Northwest crab production made long strides in the latter part of the 1957-8 crab season, but can be expected to far outstrip those gains during the active fishing period next winter and spring, with Oregon crabbers organizing, according to Dick Rydman of Westport, Wash., president of the newly-formed Washington Crab Fishermen's Association. He personally fishes his crabber *John Antler*.

Only a few months old, this association already numbers 110 or more fishermen working from about 60 boats, and comprises practically all Washington crab fishermen except those at Blaine and Ilwaco; and "We'd like to get them into the association, too," Mr. Rydman says.

"Actually what we have formed," he reports, "is a cooperative marketing association. What we are interested in is stabilizing the market situation. Low price hasn't been good for the packers any more than for ourselves." WCFA's first effort was to raise the price from 8c lb. to 10c early this year.

Formation of this group this spring follows a visit which 20 Washington fishermen made to a similar California organization's meeting in March at Newport, Ore., where they met fishermen from Eureka - Crescent City areas and talked over their common problems. Mr. Rydman reports that Oregon fishermen plan to form a similar organization and that the Washington, Oregon, and California groups will cooperate with eath other, and pattern their organizations on a common plan.

The new group has an 11-man board of directors; five of them were elected for two years, the other six for one year, and the six who'll be elected next year will then serve two-year terms to assure regular rotation of officers. Assisting Mr. Rydman at the head of the group are Ernie Hanson, vice president, and Don Stedman, secretary-treasurer. All three are from Westport, but election of officers from other points will be encouraged next year, according to Rydman.

Speaking of their local product, Rydman pointed out, "We should have adequate markets due to the small percent of Dungeness crabs that we catch compared to the total market."

UNITED STATES: INDICES AND PARITY RATIOS OF PRICES PAID BY FISHERMEN AND PRICES RECEIVED FOR YELLOWFIN AND SKIPJACK AT PACIFIC COAST PORTS, 1942-56

Year	Ex-vessel prices received 1/		Index			Parity ratio 2/	
	Yellowfin	Skipjack	Prices paid for goods 3/	Prices received for Yellowfin	Prices received for Skipjack	Yellowfin	Skipjack
	...cents per pound...		1942=100				
1942	9.25	8.61	100.0	100.0	100.0	100.0	100.0
1943	9.91	8.94	105.9	107.1	103.8	101.1	98.0
1944	9.92	8.97	107.7	107.2	104.2	99.5	96.7
1945	9.97	8.94	109.7	107.8	103.8	98.3	94.6
1946	11.48	10.42	118.0	124.1	121.0	105.2	102.5
1947	15.58	14.46	137.7	168.4	167.9	122.3	121.9
1948	16.75	15.74	148.9	181.1	182.8	121.6	122.8
1949	16.27	14.81	149.2	175.9	172.0	117.9	115.3
1950	15.34	14.30	152.6	165.8	166.1	108.6	108.8
1951	15.46	14.28	164.6	167.1	165.8	101.5	100.7
1952	15.81	12.86	167.3	170.9	149.4	102.2	89.3
1953	15.98	13.78	169.3	172.7	160.0	101.7	94.2
1954	17.23	15.18	169.8	186.3	176.3	109.7	103.8
1955	15.31	13.42	170.2	165.5	155.9	97.2	91.6
1956	13.50	11.47	174.3	145.9	133.2	83.7	76.4

1/ Weighted annual averages.

2/ Parity ratio expresses the percentage relationship between the index of prices received and the index of prices paid.

3/ Weighted index of prices paid by Pacific Coast fishermen for selected items used in vessel construction and operation and for living expenses.

SOURCE: Bureau of Commercial Fisheries.

Piling up the Evidence —

Of U. S. Tuna Fleet's Declining Share of American Tuna Market

● New evidence of the domestic fisherman's declining share in the United States market for tuna accumulated before Congress as it went into its final weeks of action—evidence marshalled by the U. S. Bureau of Commercial Fisheries.

Findings followed those of the Tariff Commission, but were confined wholly to the problems of the *fishermen,* as distinguished from the *packers;* and to *Yellowfin* and *Skipjack* varieties only, despite the fact that in the field of imports *Albacore* are of much larger importance. Thus Albacore are not considered where the report particularizes; but are included in the generalized import data.

● Highlights of the report:

The catch of the species covered is down 27% from the 1950 high.

Overfishing? There is no evidence that the stock is overfished.

The number of bait boats over 50 tons in the fleet is down 30% from 1951.

Bait-boat capacity is down 24%.

Price of Yellowfin is down 25% from 1954. Price of Skipjack down 28%.

Opportunities for a career as a fisherman are down. Number of berths on clippers has shrunk by 27%, on purse-seiners by 50%.

Share of the market was 94% in 1948, 61% in 1956, 54% in 1957.

Consumption of tuna in the US, on the contrary, has increased tremendously.

Imports increased from 117,100,000 lbs. in 1950 to 259,600,000 lbs. (estimated) in 1957.

The reports shows that since 1930, and especially since the end of World War II, the U.S. *supply* of tuna has steadily increased, until in 1957 it was estimated at 565,000,000 lbs. (whole fish weight).

The report says that although the *total supply* has increased, U. S. fishermen are supplying less raw material, and a smaller proportion of the supply, year by year. The imports' share, the reports says, was 6% in 1948, 39% in 1956 and 46% in 1957.

Contributing Factors

● Summarizing, the report says:

"Among the factors cited to account for the downward trend in production and loss of markets in the Yellowfin and Skipjack fishery are (1) declining ex-vessel prices; (2) increasing competition from imports of frozen tuna, tuna canned in brine, and frozen cooked loins and discs; (4) growing use by canneries of imported frozen Yellowfin and Skipjack; (5) higher costs of U. S. vessel operations; (6) higher costs of construction of U. S. tuna vessels; and (7) increasing insurance cost for U. S. tuna vessels."

The Bureau of Commercial Fisheries report was requested of the Secretary of the Interior by the American Tunaboat Association and the Fishermen's Cooperative Association, whose combined memberships produce about 65% of the domestic catch of Yellowfin and Skipjack.

The Drive In Congress

● Following publication of the Interior report on Skipjack and Yellowfin fishing, tuna action in Washington speeded up again to a hectic tempo.

Legislators, and representatives of

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Skipper and owner Anthony Cresci (right) points to oil pressure gauge which registers a steady 25 lb. psi at normal and high speeds and 15 lb. psi while idling, indicating excellent condition of Atlas Marine Diesel. Says Mr. Cresci: "We've used nothing but RPM DELO in this engine since it was new, 13 years ago. We feel DELO is the best possible oil to use in this type of service, and the condition of the engine proves we are right." The Cresci family has used Standard products aboard their fishing boats since 1919.

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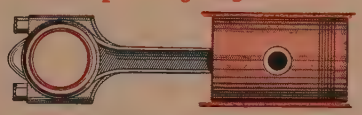

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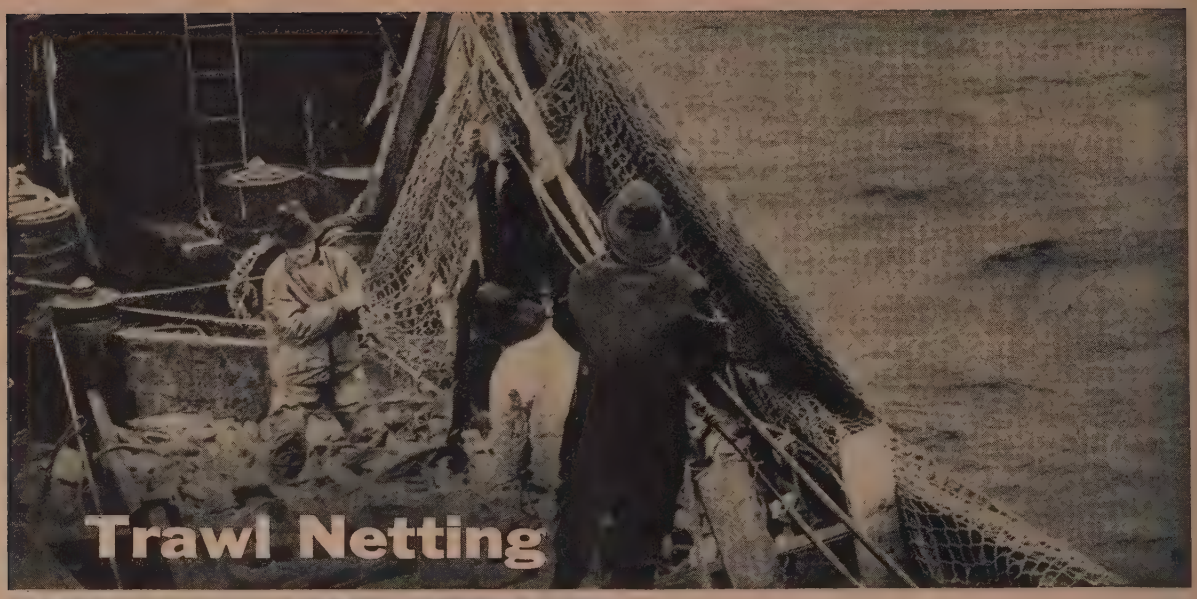

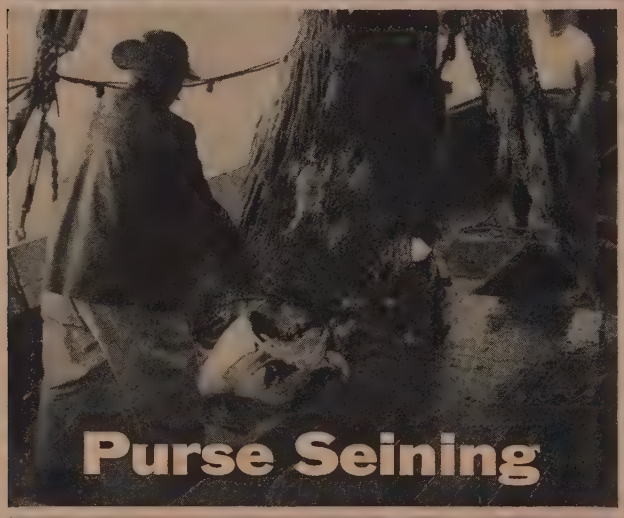

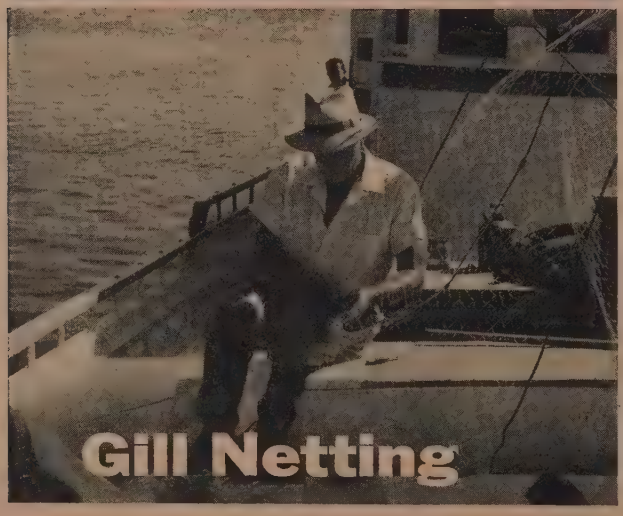

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canners and fishermen flocked to Washington to seek or oppose legislation in the closing weeks of the Congress. Measures not finally acted upon by adjournment will die.

Dr. W. M. Chapman of the American Tunaboat Association, San Diego, who has spent more time in Washington than at home in recent months, was reported to be working on proposed legislation.

M. D. Stewart, manager of the Five Star Fish & Cold Storage Inc., San Diego Albacore co-op, was also in Washington.

Other Californians working in Washington for tuna legislation included Lester Ballinger, secretary-treasurer of the AFL-CIO Fishermen and Cannery Workers' Union, San Diego; John Royal, executive secretary-treasurer of the ILWU Fishermen's Union Local 33, San Pedro; Mason Case, manager, Fishermen's Co-operative Assn., San Pedro; and Thomas Ivy, general secretary, Cannery Workers Union, San Pedro.

The larger canners had representatives on hand, and the "independents" sent their new association's president, E. L. Morris, to Washington.

Congressmen professed confusion and bewilderment as result of the multiple cleavages in tuna industry and the sharply varying arguments presented by those with varying points of view.

B.C. Fish Packers Pick Jas. Sinclair as Chief

● James Sinclair, for five years minister of fisheries in the Canadian government, has been appointed to the newly created position of president and chief executive officer of the Fisheries Association of British Columbia.

Announcement of Mr. Sinclair's appointment was made by John M. Buchanan, chairman of the association and chairman of the board, B. C. Packers, Ltd. John Macdonald, who has been secretary of the association, comprising 12 of the major fish packing companies in the province, continues in that position. Ron Gadsby, who has been the association's public relations officer for several years, has resigned to take a post with the British Columbia provincial government's Department of Conservation.

"We are proud to have a man of Mr. Sinclair's experience and ability to act as our chief executive," said Mr. Buchanan. The scope of Mr. Sinclair's duties is practically without restriction, within the range of the association's activities. One of his jobs, of course, will be to help reconcile

JAMES SINCLAIR

the interests of the fisheries and power industries respecting the development of the Fraser and other rivers. He believes that the two interests are not necessarily in conflict and that B. C. should be more concerned with a program for the advancement of fish and power rather than in a controversy of fish versus power.

Mr. Sinclair's background, will provide for harmonious co-operation between the industry and the government departments, both federal and provincial. During his term of office as minister Mr. Sinclair was generally regarded as among the ablest administrators the department has ever had. He made himself familiar with fisheries problems the world over, visited the fisheries of Southeast Asia and Soviet Russia and took a leading part in various international meetings devoted to fisheries. He has studied the industry's problems of marketing and he regards that as one of the more important phases of his new work. He also has a record of being able to get along well with organized fishermen and he has never failed to win a responsive audience in his meetings with the union and Native Brotherhood of B. C.

Mr. Sinclair has signed a five-year contract with the association, which precludes his return to politics during that period. The amount of his salary was not disclosed, but Mr. Sinclair is known to have rejected several other offers from private business in order to accept one that enables him to follow the dictates of his heart—remain a resident of Vancouver and continue his participation in fisheries management.

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GM "3-71" Diesel powers 40-foot salmon troller "Totem" owned by Ralph Mortensen, Gig Harbor, Washington

Alaska Fishermen's Union Calls Upon U. S. Congress For Salmon-Saving Action

By
GEORGE JOHANSEN

● It is important to the welfare of the fishing industry on the Pacific Coast that the Pelly Bill (HR 10244) be not dropped, and that a definite attempt must be made to get it enacted at this session of Congress.

The early Red salmon season in the Cordova district has been pretty much of a failure this year. In addition, a number of net-marked fish showed up in this fishery, and as this is the first place in Alaska where we were doing any gillnetting, none of the net-marked fish showing up in Alaska could have gone through an American fishery.

I would like to point out that in the high seas fisheries of the kind conducted by the Japanese, there must be an enormous amount of fish destroyed which do not show in the tables as fish caught. This is so because in rough weather, salmon will wash out from the nets after they are dead due to the action of the sea. In other cases, the salmon will hit the net and go through, and in some of these cases will reach the spawning grounds, which is evidenced by the showing up of such net-marked salmon both in Bristol Bay and in Cordova. In many instances, the struggle with the net, even though the salmon eventually wriggle through, has left the fish in such a weakened condition, that they will die before reaching coastal waters. Therefore, the table of catches does not adequately provide a true picture of damage done to North American stocks of salmon.

We want to save the Alaska salmon runs from destruction. We want our elected representatives in Congress to help us save these salmon stocks. We think there can be no excuse for the Congress not to act, and failure to act can, and will, result in total destruction of these fisheries.

● We are convinced that if the Japanese fishermen and the Japanese people realized the seriousness of the situation as it pertains to the conservation problem of this fish there would be no hesitancy on the part of the Japanese Government to take immediate action to rectify or to correct their fishing effort to a point where it would not be as harmful or have the bad effect it now has on the salmon stocks in the North Pacific.

Unfortunately, there are people in that country as well as in our own, who think in terms of an immediate profit instead of thinking in terms of a valuable food supply, which must be preserved for the present as well as for future generations. Therefore, a law is necessary now which would, to a certain extent, force compliance, and which would allow us the time necessary to institute an educational program, which in itself, without restrictive laws, would produce the desired results.

We are not trying to embarass the Japanese, nor are we trying to stop them from making a living on the high seas. Our ultimate objective is to make the Japanese and other nations realize that we cannot any longer tolerate practices which will destroy natural resources which can not be replaced by man.

● The American fisherman is willing to accept any sacrifices necessary to maintain these salmon runs. We can not maintain them regardless of any sacrifices we may make, unless we receive cooperation. If legislation is necessary to force such cooperation, then we must have legislation, and we see no other way out at this time.

We ask the Congress, and in particular, we ask the Congressional representatives from the Pacific Coast and Alaska fully to realize the seriousness of the problem before us and keep faith with the American people by enacting legislation which will help to solve the problem. We need help and we are asking for such help, and I am sure there is not a single fisherman on the Pacific Coast who is not in agreement or in conformity with what has been expressed in this article.

EDITOR'S NOTE — Mr. Johansen is secretary-treasurer of the Alaska Fishermen's Union and a member of the Advisory Committee to the United States Section of the International North Pacific Fisheries Commission. This article is adopted from a letter written by Mr. Johansen to members of the Washington state Congressional delegation under date of June 19.

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"Noyo Star has had the same crew and the same engine for 13 years of busy operation," says Manuel Figuerido, skipper-owner of the successful salmon fisher and drag boat out of Ft. Bragg, California, "and we wouldn't trade our Murphy Diesel for anything. It is economical, dependable, idles well or gives us 10 knots at 1200 rpm. We take care of this engine but we don't baby it. It gets about 300 hours per month of operation during the fishing season, giving us good fuel economy and a lot of confidence about getting back in." Bob Silvera and Jack Kostick, crew members for 13 years, are as enthusiastic about the Murphy Diesel as Figuerido. "We never have any worry about engine trouble," they say.

Before you power or repower your boat, ask Murphy owners in your waters about the advantages Murphy Diesel power can give you. Then ask your Murphy Diesel Dealer to explain the features that make Murphy Diesels top preference with so many successful fishermen.

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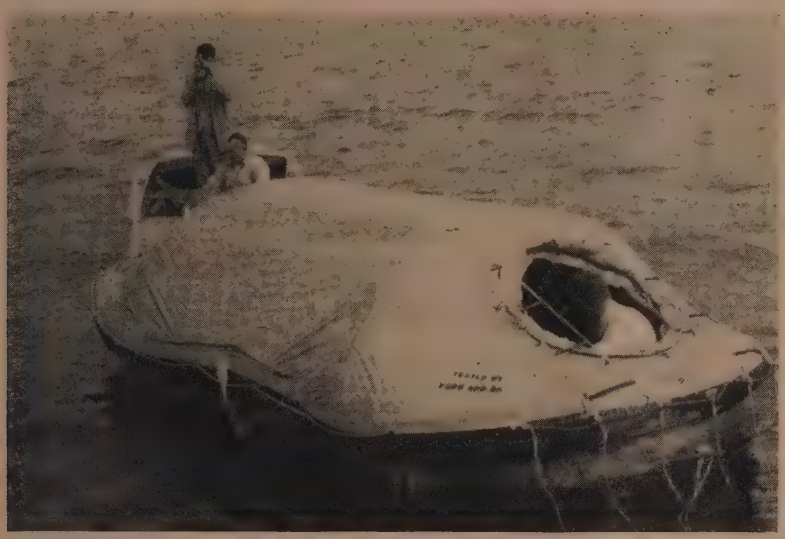

Inflatable Life Rafts used by Wakefield's King Crab fleet are tested successfully in Puget Sound. They have numerous advantages on fishing vessels, and are compulsory equipped for British fish boats above 50'.

"Cobb's" Explorations Extend Commercial Shrimping Grounds

● Further commercial concentrations of Ocean Pink shrimp were reported located recently by the U. S. exploratory vessel *John N. Cobb* off the Washington Coast between Destruction Island and Quillayute.

Best catches were said to be found at depths between 64 and 67 fathoms. Catches varied at rates between 400 and 1500 pounds per hour towing.

Indications of shrimp concentrations were also noted about 20 miles west of Cape Flattery at depths from 68 to 107 fathoms. Shrimp were caught in this area at rates between 290 and 630 pounds per hour; however, considerable amounts of scrap were encountered in the area. Incidental shrimp catches consisted of ocean perch, Dover sole, smelt, trulot and black cod. No concentrations of large side-stripe shrimp were reported in the area surveyed between Cape Falcon, Oregon and the Swiftsure light ship. All test drags were made with a 43' flat Gulf trawl.

New Mother Ship for Soviets

● The Soviets' build-up in deep-sea fishery seems to be continuing at a rapid pace, with a new fishery mothership launched for the U.S.S.R. in April. The vessel, 515' long, 65' wide and 29.5' in depth, was the largest ever built in a Polish yard. Designed for tending 40 trawlers at sea, the new vessel will carry a crew of 263. The mothership is equipped with five refrigeration compartments, a drying chamber, enormous fuel tanks and a helicopter. The flow of new vessels into the Soviet fleet has resulted from a government policy to greatly expand its ocean fishery. The U.S.S.R. hopes to double its present production of fish by 1957. U.S.S.R. is currently the largest producer of ground fishes in the world.

Elliot Type Rafts Tests

● The new Elliot-type hooded life rafts were tested in Seattle during the past month so that marine distributors and fishermen might become more familiar with their operation. The rafts, which were developed towards the end of World War II by the English, have become standard equipment aboard many European fishing vessels. They are required by the law aboard fishing vessels over 50' in England and similar laws require Icelandic vessels to be equipped with the rafts.

The hooded self-inflatable rafts are made of either rubberized canvas or plastic materials. They are oval in shape and constructed with two inflatable arches which support the hood. The rafts come equipped with drinking water, a nylon sea anchor, flashlight, sea-water battery and light for the raft, and food rations. The rafts may be purchased in various sizes ranging from 6 to 15 man capacities.

The first Seattle demonstration of the hooded rafts was carried out aboard the U. S. Fish and Wildlife Service vessel, *John N. Cobb* in Puget Sound. Crew members off the Wakefield King Crab vessels, the press, and observers from various fisheries agencies watched the launching.

Following the test aboard the *Cobb*, similar trials occurred aboard the U. of W. School of Oceanography vessel *Brown Bear* and on a Wakefield vessel, the *Skelikof*. Wakefield deep sea

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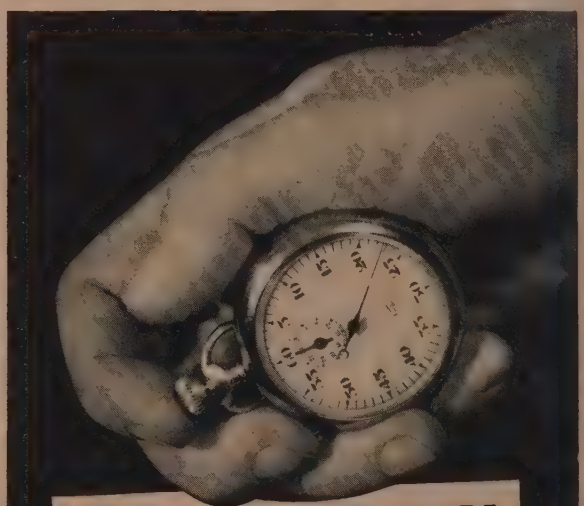

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trawlers recently equipped all its vessels with the new rafts.

Tri-State Study Tests Shrimp Trawl Designs

The California fisheries research vessel *N. B. Scofield* currently is working on Humboldt Bay — Coos Bay area studies to determine the most efficient type of shrimp net, and yet the least destructive to small bottom fish.

The cruise was sponsored by the Pacific Marine Fisheries Commission on a cooperative basis, with biologists from California, Oregon, and Washington aboard. D. Gates represented the California Department of Fish & Game; W. Jones, the Oregon Fish Commission, and K. Thorsonm, Washington Department of Fisheries.

Three types of trawl were to be used—two Gulf Coast shrimp trawl types, and the California beam trawl used in that state's shrimp fishery. Mesh and twine sizes are identical.

The biologists also hoped to relate bottom temperature to bottom fish species composition. Live shrimp will be brought back alive for the Steinhart Aquarium, California Academy of Sciences, San Francisco, and also experiments will be made in the staining of shrimp for marking purposes.

B. C. Packers Report Sharp Operating Loss

● While results from the 1957 operations were disappointing, prospects for this year are more favorable, said John M. Buchanan, chairman of the Board, British Columbia Packers, Ltd., in presenting his company's annual report which showed operations for the year ended March 31, 1958, resulted in a loss of $481,871. Net income for the previous year was $577,679.

The salmon canning, herring and whaling operations in B. C. were "most unsatisfactory," according to Mr. Buchanan. Earnings from the company's trading activities, other Canadian operations and those of the company's U. S. subsidiaries were not sufficient to offset the major losses sustained in B. C.

Discount on U. S. funds continues to reduce the net sales realization for the substantial part of the company's Canadian output that is marketed in the U. S.

Total sales and other operating income last year were $47,681,584, compared with $52,133,229 in 1957, the peak year. Cost of sales and other expenses was $46,876,557. Dividends of $516,336 were paid, compared with $605,215 the previous year. In the past decade B. C. Packers' total revenue has been $405,816,299.

The outlook for export sales of canned salmon is uncertain, says Mr. Buchanan. The marketing of Sockeye presented no problem during the past two years because the quantity available was small, but the 1958 catch is expected to be abundant. "A major sales effort as well as competitive prices will be required to sell the pack," declares the B. C. Packers chairman, who points out, however, that the recent action of the United Kingdom in increasing the import quota to £4,500,000, an increase of £1,000,000, is a welcome development.

Export sales of canned Coho, Pinks and Chums have encountered serious obstacles, however, and the high cost structure of Canadian canned salmon makes it impossible to compete with Japan on a price basis.

William Freeburn Drowns

William S. Freeburn, 20, son of Laurence Freeburn, Alaska salmon canner, and grandson of the late William C. Freeburn, was drowned accidentally in June at Verdun, France, where he was serving in the U. S. Army Signal Corps.

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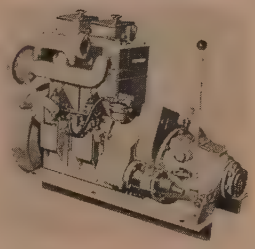

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JERRY'S BOAT SALES: For any type or kind of boat or ship. World-wide contacts. Matt Batinovich, owner and broker. New location: 310 West 7th, San Pedro, Calif. TErminal 3-4482.

COMMERCIAL FISHING BOATS for sale of all sizes, from Salmon Trollers, Combination Albacore Types, Monterey Purse Seiners to Draggers; Many Winter-moored at Moss Landing Harbor and Monterey; Prices from $1,000.00 to $85,000.00. DON WOODWARD, Licensed Broker, MOSS LANDING, California; Telephone CASTROVILLE, NEwton 3-2620; Office at Marine Store, and Standard Oil Fuel Dock, Moss Landing Harbor. (Closed Sundays)

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Paladini Processing Shrimp

A. Paladini, Inc., Fort Bragg, Calif., has been processing shrimp in its new shrimp picking plant, according to Louis Cavalini, manager.

The shrimp were caught by the *Donna*, skippered by Ray Carpenter, Bodega Bay. *Donna* recently got a new house and new deck at Makela Bros. boat works, Noyo Harbor.

Mr. Cavalini reported that the crab season petered out early. Storms ruined traps, and discouraged fishermen.

The trawler **Alex Paladini**, owned and operated by A. Paladini, Inc., San Francisco, is undergoing a major overhaul at the yards of Anderson & Cristofani.

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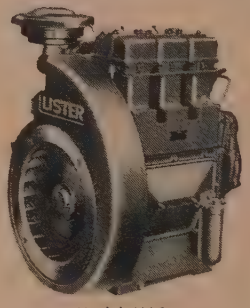

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LINES and LEADERS

Thos. A. Short Co. Moves Into Improved Facilities

To give better service Thomas A. Short Co., has moved into much larger headquarters at 3430 Wood St., Oakland—phone: OLympic 5-6557.

This new location is adjacent to the freeway network at the confluence of Cypress St., Eastshore Highway, and the San Francisco-Oakland Bay Bridge approach.

The new building has 23,100 sq. ft. of floor area arranged for efficient operation, and a parking area for 40 cars is provided.

The Thomas A. Short Co. has recently been appointed northern California distributor for International Paint Co.'s Interlux line of marine paint. The company is also the long-time distributor for Mercury outboard motors and Ideal windlasses and davits, and has been appointed distributor for Petter diesel engines, Dunphy boats and Aqua Sports water skis.

The company is now producing the Tasco diesel marine engine which is built around the famous Ford 4 and 6-cyl. lightweight diesel engine. Aeroquip's time saving hose and fittings are immediately available for all marine requirements.

For pleasure and commercial boats, Universal marine engines and lighting plants are available at the new Oakland location together with parts and service. Goodrich Cutless rubber stern bearings are stocked in all sizes up to six inch shaft diameters.

R. C. Rollin Represents Capital Marine Gears

R. G. "Bob" Rollin has been appointed California representative for the Harlan C. McKay Co. Mr. Rollin lives at 3233 Hudson ave., Walnut Creek, Calif., phone YEllowstone 5-3954.

The McKay company is the Pacific Coast representative for Auto Engine Works Capitol marine and industrial gears, Clark Equipment Co., automotive division (Torcon torque converters); and other industrial lines.

West Coast Engine & Equipment Co., Berkeley, has recently been made northern California distributor for Clark Torcon torque converters, according to Mr. Rollin.

Bendix-Marine's D.F. Manual Finds Widespread Demand

Over five hundred copies of the 26 page manual "How to Use Your Radio Direction Finder," recently produced by Bendix Marine, have been requested by and supplied to the U. S. Coast Guard for use as a training guide in the Coast Guard Auxiliary Unit Training Programs. Published as an aid to boat owners in the practical use of radio direction finders, the manuals are profusely illustrated with drawings and examples of typical navigational problems. This is the first in a series of "How To" manuals being released by Bendix as part of their public service program, initiated by them to increase safer operation of boats.

Copies of the manuals are available to boat owners at any of the more than 300 Bendix Marine dealers.

New Member of Universal Staff

Ralph G. Klieforth, president of Universal Motor Company has announced the appointment of Dwight Pickering to the post of assistant to the president.

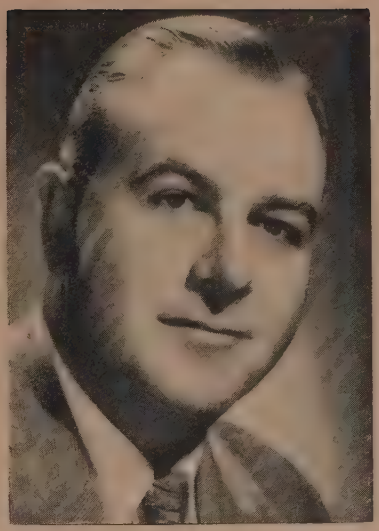
Mr. Pickering has an extensive background in purchasing and production planning in the electric power and light plant manufacturing field.

Columbian Rope Extols Nylon and Dacron Types

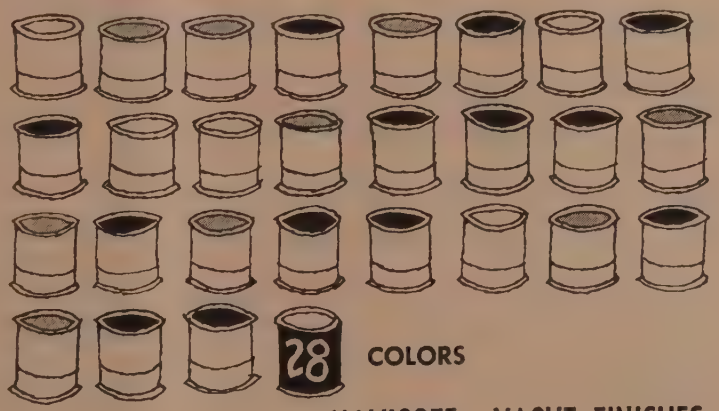
Since their commercial introduction to civilian use some 10 years ago, Nylon ropes have found many marine and industrial applications because of their superior performance, long life and economy, according to Earl L. Wilson, Sales Promotion Manager, Columbian Rope Company, Auburn, N. Y.

The recent introduction of "Dacron" polyester fibre to cordage applications has shown that "this fibre has a definite place in a number of rope uses," he said.

Mr. Wilson asserted that as Nylon and 'Dacron' fibres don't get wet, these fibres do not swell or become distorted, they remain easy to handle. "As Nylon and 'Dacron' are not weakened by rot, mildew, marine growth, or prolonged exposure to sea water, and as these fibres have high electrical resistance with a dielectric strength of 500 volts/mill." He said, "My company has gone very heavily into the synthetic fibre rope field."



Earl A. Frazier, appointed Seattle district sales manager of John A. Roebling's Sons Corporation, succeeding the late Arthur R. Robinson. The Roebling firm which is a subsidiary of The Colorado Fuel and Iron Corporation, is a nationally known manufacturer of wire and wire products. Mr. Frazier has been associated with Roebling since 1938.



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California Fishermen and Scientists See

New Hope for Sardines' Return In Today's Juvenile Abundance

● There was more talk in California last month about the possible return of the sardine than in many a long year. The reason was simple:

There have been more authentic reports of sightings of schools of young fish, and "survival of the 1957 class of sardines off southern California has undoubtedly been better than in recent years."

The latter is a quotation from the recently released "Progress Report—California Cooperative Oceanic Fisheries Investigations—1 July 1956 - 1 January 1958." Cooperating agencies are: California Academy of Sciences, California Department of Fish and Game, Stanford University Hopkins Marine Station, U. S. Fish & Wildlife Service, South Pacific Fishery Investigations, and University of California Scripps Institution of Oceanography.

States the report: "In 1957, oceanographic conditions along the western coast of the United States differed considerably from those in the past few years. Average temperatures at the shore stations were higher than at any time throughout the 1949-56 period.

"Sardine spawning off northern Baja California and southern California during 1957 was also unique. On the usual offshore grounds, spawning was limited and discontinuous. Most of the spawning took place in a coastal band from Punta Baja to San Pedro. For the first time in several years, some sardine spawning occurred north of Pt. Conception, reaching at least as far as Monterey Bay.

"The 1957 class of sardines soon made itself evident in the live bait fishery. Preliminary figures indicate these 'firecrackers' will account for at least 6% of the live bait catch, as against 0.3% in the best previous years since 1949.

"Survival of the 1957 class of sardines off southern California has undoubtedly been better than in recent years. It is possible that the 1957 class will prove to be large, but judgment should be reserved, since these juveniles may have been over-available during the year because of their inshore origin, and been over sampled."

The Fabric of the Failure

● An interesting hypothesis is advanced in the report, accounting for the collapse of the sardine resource.

"Descriptive studies have progressed to the stage where it is now possible to suggest a working hypothesis that appears to be in accord with what is known of the biology of the sardine and the history of the fishery.

"1. Sardines produced off southern California migrate as far north as the Pacific northwest and support the fishery in that region, as well as the winter fishery at San Francisco, Monterey and San Pedro.

"2. Sardines produced off central Baja California migrate as far north as central California and enter into the fall fishery in San Francisco, Monterey and San Pedro.

"3. Lack of spawning success on the southern California spawning grounds since 1943 could account for the observed changes in the fishery.

"4. This lack of spawning success is attributed to lower (suboptimal) spring temperatures on the southern California spawning grounds.

"It is interesting to remark on the possibility of a larger than usual year-class being produced off southern California in 1957, a year in which spring temperatures approached pre-1943 conditions.

Are Sauries Important?

● As far as jack mackerel was concerned, the report said in part: "However, an exciting finding was the unusual abundance of larger jack mackeral larvae (between 5 and 10 mm in length) in the collections. The survival to these sizes is better than in any recent year. Barring unusual mortality during the juvenile period, the 1957 class of jack mackerel should be a successful one."

A possible new sea food resource was suggested in the report. New, at least to Pacific Coast fishery operators. "With the scarcity of sardines in the latter part of the 1956-57 season some fishing effort was directed toward anchovy fishing; however, the anchovy catch was limited by market demands, and other fish were sought. Therefore, it was not surprising, although certainly very interesting that several small loads from one to 20 tons of Pacific sauries were delivered to at least two canners in the Long Beach - San Pedro area in January of 1957.

"The fish were located by airplanes and caught by purse seiners. Although used almost entirely for pet food, the sauries, preliminary reports indicated, were substantially higher in protein value than most other cannery fish.

"Previous progress reports of the California Cooperative Oceanic Fisheries Investigations have indicated that sauries are quite numerous and that they could support a substantial fishery. These reports also stated that the Japanese land considerable tonnages of this species annually. Much interest has been expressed in the possibility for future exploitation of this species off the California coast.

"Most Unusual Weather"

● The report states that "preliminary results for 1957 indicate that it was an unusual year off southern California and, indeed, over the area from Peru to Alaska and as far westward as the Hawaiian Islands. Locally, 1957 was one of the warmest years on record.

The report notes that not only was 1957 one of the best sportfishing years for ocean anglers on record, but that many species have been taken much farther north than in recent years. White seabass have been taken off the Golden Gate in fair numbers by both sportsmen and commercial fishermen trolling for salmon.

Vision in Packaging—

And Materials Handling Focuses At Exposition in San Francisco

Horace M. Blinn, San Francisco, vice-president, Pacific Division, Continental Can Co. Inc., and member of the board of sponsors, Western Packaging & Materials Handling Exposition.

● Pacific Coast fish canners and packers of seafoods will be interested in attendance at the Western Packaging and Materials Handling Exposition, August 11-13 in San Francisco's Civic Auditorium.

Many of the products and procedures to be shown and demonstrated at the exposition have a direct application to seafood packaging, according to Clapp & Poliak, producers of the mammoth industrial show.

A preview of exhibitors' plans shows that manufacturers have kept abreast of modern production and selling methods, and have solved many problems arising from the current trend to speed production and save money, time and space in a constantly expanding market.

Hundreds of new developments in the packaging and material handling fields will be on display, with many demonstrations including working models in action.

One exhibitor (E-Z Packaging Corp.) has obtained a high degree of automation in a polyethylene packaging machine which will be introduced at the exposition. The manufacturer claims a cycling time of 3,000 per hour for this machine, plus automatic packaging of "literally anything within practical size limitations."

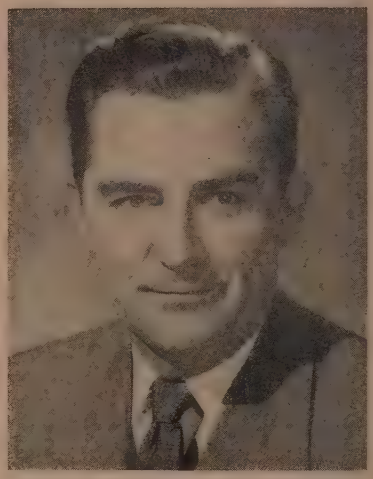
Featuring economy in handling, another exhibitor (Big Joe Manufacturing Co.) will show and demonstrate a new, low cost, 1,000-lb. truck, said to be the lowest priced machine of its kind for industrial use.

A novel "glue clinic" will be held in another booth (Arabol Mfg. Co.), where visitors may discuss their adhesive problems with qualified experts who have been trained in the diagnosis and treatment of such problems. In addition, a "laboratory" demonstration of the performance characteristics of interior packaging will be the highlight of another booth (Kimberly-Clark Corp.) and various comparison testings of different cushioning materials used in packaging will be shown.

Latest lines of Fibreboard Paper Products Corporation in corrugated and solid fiber shipping cartons and cases are being shown at the packaging exposition in the company's exhibit, arranged under the direction of M. R. Baruh, director of general food packaging, and Hugh Hicks, director of food packaging.

● Labeling will have a prominent place in the exposition also, with one exhibitor (H. S. Crocker, Inc.), spotlighting a new development in the application of pressure-sensitive labels that facilitates the clean removal of out-dated labels without rebagging; while another manufacturer (Pee Cee Tape & Label Co.), will demonstrate a newly designed label dispenser for the first time, a highly automated machine claimed to apply labels accurately on moving products.

Other equipment, designed especially to be incorporated into plants automating their operations, includes tapex machines (Patrick & Co.), that give pre-selected lengths of moistened



Hugh W. Hicks, merchandising director, food packaging, Fibreboard Paper Producers Corporation, a sponsor of the Western Packaging and Materials Handling Exposition to be held in San Francisco in August.

tape by push-button or dial; electrically operated dispensers and applicators for pressure-sensitive labels in roll form (Derby Sealers, Inc.); a space-saving, operatorless case sealer (Elliott Mfg. Co.), that is designed to seal any combination of top and bottom flaps required; a completely adjustable and mobile wrapping machine (Schooler Mfg. Co.), that is said to include a new folding principle producing a new package type of perfect symmetry; and many other pieces of highly automatic equipment developed to increase production and lower costs.

A recently developed industrial truck wheel (Disowheel), that is claimed to be as "strong as steel, more resilent than rubber" will be demonstrated in the exhibitor's booth (Yale & Towne); while another exhibtor (Acme Scale Co.), will show a newly developed check weigher for the first time, a

William H. Jaenicke, San Francisco packaging consultant, co-chairman of the Western Packaging & Materials Handling Exposition, and moderator of the packaging and materials handling "clinic" to be held in conjunction with the exposition.

low cost unit giving in-motion check weighing plus automatic rejection of improperly filled cases.

● Beside the exhibits, there will be a completely new educational project held in conjunction with the exposition, according to William H. Jaenicke, packaging consultant and co-chairman of the biennial industrial show.

"We are inaugurating a packaging and materials handling 'clinic,' Mr. Jaenicke said, "which will be sponsored by the educational committee of the Western Packaging Association."

It was this same committee that supervised a course in packaging at the University of California last year. That course, open to anyone in industry and students majoring in industrial subjects, featured the practical applications of packaging and associated subjects.

The exposition's "clinic" will be held the second day of the three-day showing August 12, and will include a questions and answers period. From eight to 10 qualified authorities will make up a problem-solving panel, which will answer questions on both packaging and the materials handling aspects of this subject.

"On the subject of packaging," said Mr. Jaenicke, "questions will be posed on metal, glass, and plastic containers; paper cartons, and corrugated boxes, flexible packaging, multi-walled bags and packaging equipment. In the materials handling field, interest will be on conveyors, fork trucks, palletizers and warehousing."

There will be no charge to attend the "clinic" which will be open to all registrants at the Western Packaging & Materials Handling Exposition.

The Opening Future For Pacific Fish Packaging

As PF Will Report it to You

● Today's materials open a brilliant prospect for the merchandising of fish and sea foods; and tomorrow's technology promises extension of these opportunities to bewildering horizons.

Impermeable films and foils, inert gases, and the prospects of permissible antibiotics in the protection of the delicacies of the sea challenge the fish industry today. This is emphasized by the interest in the Western Packaging and Materials Handling Exposition.

Pacific Fisherman's schedule of future editorial material, written or in preparation, shows something of the opportunity this journal sees in the application of modern packaging methods and materials to the products of the Pacific fisheries.

In the next few months this journal's editorial pages will include articles which can be outlined thus:

Wakefield's King Crab packaging, and how this pioneer developer of a resource packages picked King crab meat, as well as leg sections in their thorny shells.

LASSCO's expansion in film packaging, a field in which this Los Angeles Smoking & Curing Co. has made remarkable strides in technology and merchandising. One of America's largest cured fish operators, Louis Vitale achieves eminence in the presentation as well as the preparation of his products.

Halibut flitches in shrinking films are one of the Pacific's notable recent developments in fish selling. How it is done, by whom, where and why.

Eviscerated crabs scored astonishing success in a field which has been sown with losses in the past. Development of this film packaging method extended the sales opportunity for the Pacific's Dungeness crab to continental width. What is the new method? Why did it succeed? Whither does it point?

Dip treatment of salmon steaks and other cuts of fish in a solution of corn sugar solids promises some distinct advantages. Currently in its first season of full commercial testing, the method will be examined closely and reported upon objectively.

Technical considerations involved, and advantages visioned, in the use of various improved films and laminates, such as Saran, Mylar, new types of polyethylene, and laminates of plastic, papers, films and foils.

Antibotics are expected to become permissible in fish packaging this summer. What place will the liquid-tight film pouch find in the marketing of fresh fish protected by antibiotics? What does present research indicate?

These subjects are in preparation. There will be others equally significant of the opening future.

Joseph C. Tobin Heads Waxed Paper Council

New president and chairman of the board of directors of the Waxed Paper Merchandising Council, the national organization in this field, is Joseph C. Tobin, manager of sales promotion and advertising for Western Waxide Division, Crown Zellerbach Corporation, San Francisco.

Mr. Tobin is succeeded as chairman of the council's Steering Committee by Stanley G. Ellis of the Marathon Corporation, a division of the American Can Co.

California Imports of Frozen Tuna

Cumulative data in tons for 1958 through June 14, and for other years to the nearest comparable date. Data from U. S. Market News Service.

	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	1,488	20	2,505	...	4,013
San Pedro	5,024	1,704	13,129	84	19,941
San Diego	615	163	1,719	...	2,497
Total to June 14	**7,127**	**1,887**	**17,353**	**84**	**26,451**
1957	9,450	5,366	10,379	105	25,300
1956	6,341	3,544	15,221	81	25,187

Dredge tender has a 3-inch Tempaloy Shaft for dependable power in rugged service

The new diesel-powered work boat, "Captain Leffie," built by Gladding-Hearn Shipbuilding Corp., Somerset, Mass., will tend dredges and double as a crew boat on general marine construction throughout the Northeast. To meet the extra hazards she'll face in this service, she has a 3-inch Tempaloy Shaft, Anaconda's nickel-aluminum bronze shafting that provides the extra strength and toughness needed for demands like this.

TEMPALOY®-917, nickel-aluminum bronze shafting, was developed by The American Brass Company for use requiring extra high strength and lighter weight. Repowering with higher horsepower engines often means replacing original shafting, too. In most cases, Tempaloy provides the needed extra strength with no increase in shaft diameter—saving costly alteration of bearing, stuffing box and housing assemblies. Features: toughness and high yield strength—high resistance to shock—excellent corrosion resistance—lighter weight—special straightening—close diameter tolerances—individually wrapped and trade-marked—reasonably priced.

TOBIN BRONZE® Shafting has proved itself through its dependable performance on thousands and thousands of pleasure boats, fishing and other commercial craft. It is this record of dependability that has made it first choice of boatbuilders and boatowners.

THE "CAPTAIN LEFFIE," built by Gladding-Hearn Shipbuilding Corp., Somerset, Mass., is 44 feet long, with a beam of 14 feet. Power from a 150-hp diesel is transmitted by its Tempaloy shaft to a 3-bladed propeller.

Both Anaconda propeller shafts are available through leading marine supply distributors. For detailed information, see your distributor or write: The American Brass Company, Ansonia Division, Ansonia, Conn. District Sales Offices: Los Angeles, Calif., at 14900 Garfield Ave., Paramount—San Francisco 4, Calif., at 120 Montgomery St. — Seattle 1, Wash., at 1311 Tower Building. 58119PF

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BELMAR, NEW JERSEY

Father tells son...

"There's LESS GAMBLE in fishing with Pauls NETTING"

Great, uniform strength...durability under the most rugged use...construction with the finest in tested, proved netting materials—these have been traditional for generations with Pauls Netting. They help take the risk out of fishing...make your fishing profits surer. Specify...

- Pauls "Locknot" D. K. Salmon Gill Netting (Linen or Nylon).
- Pauls Cotton Netting.
- Pauls Dyak Netting.
- Pauls Nylon Gill Netting.
- Pauls Nylon Seine Netting.
- Pauls Seine Twine (Seine Twin in Cotton, Filament Nylon, Spun Nylon and Dyak)

Pacific Coast Distributors:

Horace Mercurio
223 Alvarado Street
Monterey, Calif.

Nordby Supply Co.
Salmon Bay Terminal
Seattle 99, Washington

Olsen-Johns Ship Chandlers
36 Tuna Lane
("G" Street Pier)
San Diego 1, Calif.

Alfred Puusti & Company
238-240 West Marine Drive
Astoria, Oregon

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN —

News and Views of National Trade in Fish and Shellfish

July, 1958

Early 1958 Tuna Sales Show Sharp 31% Gain

● Southern California tuna canners' sales for the first 12 weeks of 1958 showed a neat net 31% increase over the same period of 1957; and statisticians willing to guess ahead saw reasons to expect the upcurve could continue through the year.

They gave a number of reasons why Americans will probably eat more canned tuna this year than last:

1. *Canned salmon continues in scarce supply.* For many years, canned salmon and canned tuna have shared the U. S. market for canned fish, the shares varying, but whenever one of the items is in short supply, the other moves in with bigger sales to meet the demand.

2. *The normal growth of U. S. population.* This year, the demand created by normal population growth will be met entirely by U. S.-canned tuna, not by imports. Imports under the base tariff rate are limited to 20% of the U. S. market for the previous year. Anything coming in over 20% must pay a higher duty. The 20% ceiling was reached last year, so it cannot be exceeded this year without a hike in the price to meet the hike in the duty. Since U. S. canners will supply the market at the price based on the normal duty, higher priced tuna will be priced out of the market.

3. *Recession conditions.* Traditionally, canned fish is a hard-times item. When times are tight, people eat canned fish. This year particularly, with meat prices showing little if any signs of coming down from record-breaking levels, housewives will more than ever turn to canned fish.

Seine Fishing Good

● Landing of tuna were at normal levels for the bait-boat fleet, most of the fish being Skipjack; but the purse-seine fleet continued to enjoy better-than-normal catches, and the loads were running about seven to one Yellowfin at a higher price. Purse-seine landings for the first five months of 1958 were 15,030 tons, more than 3,000 tons ahead of last year. Auction prices at San Diego held around the $270-$230 base price, plus bonuses for bigger fish.

Anybody See a Mackerel?

● Meanwhile, the biggest mystery in the fishery seems to be: What has happened to the Jack mackerel?

Week after week, month after month, for several months now, catches of Jack mackerel have been an insignificant fraction of normal.

During the period from Jan. 1, 1958 to June 3, according to the Bureau of Commercial Fisheries, the San Pedro-Long Beach area catch of Jack mackerel was 1,375 tons. In the same period of 1957 it was 19,859 tons.

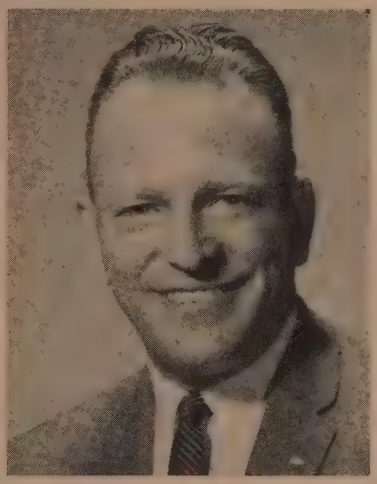
This condition has now existed for several months, and fisheries research should begin to occupy itself with the problem, if it hasn't already.

Ocean conditions have been different this year and last from anything ever recorded before. Is there something in the 1957-58 conditions that has caused the Jack mackerel to move to other waters? Have they been eaten by the bigger fish that have moved into the warmer waters?

Only one thing is certain: Jack mackerel aren't being caught.

Southern California Receipts

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito, etc.	Total
San Pedro	5,027	1,671	13,959	37,822	291	58,770
San Diego	616	20	10,999	10,904	30	22,569
Total 1958 through June 14	**5,643**	**1,691**	**24,958**	**48,726**	**321**	**81,339**
Total 1957	8,142	118	20,509	49,715	49	78,533
Total 1956	5,354	1,141	27,993	55,485	43	90,016



Robt. H. Whitenack, newly appointed sales manager of the Salmon Division of Libby, McNeill & Libby, succeeding D. F. Brennan.

Libby's Salmon Sales Assigned to R. H. Whitenack

Daniel Brennan, who has been in charge of salmon sales for Libby, McNeill & Libby for some years, was transferred in June to the company's San Francisco office; and appointment of Robert H. Whitenack to the management of salmon sales was announced by Kenneth C. Hardwicke, vice president in charge of Libby's canned salmon department.

Mr. Whitenack began his career with Libby in 1946 in the San Francisco sales branch where he held the various positions of merchandiser, retail salesman and special canned meat representative. He was promoted to district manager in 1954 and was placed in charge of Libby sales for the State of Montana with headquarters in Butte. He was transferred to Libby's Salmon Division in Seattle in early 1957 and has traveled throughout the United States since that time as a special sales representative of the Salmon Division.

J-D Plant Improved

James Davi, owner of J-D Packing Co., San Francisco, is making a number of improvements to his plant. He recently added a DeLaval SVK5 separator and a 40" Fletcher basket machine.

Cool, Wet Early Summer Dampens Salmon Selling

● Cool and wet weather which characterized the early summer in much of the most important salmon consumer territory of the United States dampened salmon sales at the retail level and brokers reported disappointing business generally.

However, as one Seattle seller remarked, the situation was nothing that a good heat wave wouldn't cure; and that the Middle West had never failed to stir up some scorchers.

Nothing like hot weather to hoist canned salmon sales; and the primary market was counting on it without uneasiness.

● One trend manifest in salmon sales through the second quarter of the year was the tendency in areas where unemployment is a problem for the grade-level of salmon buying to decline.

Thus, Sockeye halves and that sort of thing weren't selling as briskly; but Chum talls in some markets were moving at a vigorous pace.

One Pacific Coast sales manager produced end-of-June figures to show that sales by one of his field brokers in the second quarter of the year took Chums in volume considered a full year's normal business for this grade in that trade territory.

No; no special promotion was involved—other than the gradually accumulating stimulus from the salmon industry program.

● Alaska Reds packed from frozen fish were being quoted at presstime at $4 per case of talls under standard goods, thus $29 to $33; with from-frozen Red halves at $18, vs. $21.

With it appearing that there will be no freezership operations on Bristol Bay this season, the market can expect to be without additional supplies of from-frozen Reds during the next sales year at least.

● A month from now and the salmon sellers will be building a fire under the kettle in which they cook-up the annual potlatch for National Canned Salmon Week, August 22 through 29.

At that time it is expected that a general assortment of new-pack salmon from all producing areas will be available for shipment. The Puget Sound Sockeye season will be at its peak; and the available supply pattern for the sales year will be rather well known.

Supported by the steady build-up of industry-wide promotion, National Canned Salmon Week promised to be productive as a kick-off for aggressive selling.

Desmond at NCA Meet

Albert Desmond, vice-president and general sales manager, F. E. Booth Co., Inc., San Francisco, has returned from an eastern trip to Washington, D. C., where he attended the NCA director's meeting. Mr. Desmond is a director of the association. A. E. "Ed" Rea is now an assistant in the sales department of F. E. Booth Co., Inc. Mr. Rea has been with the company for a number of years in the accounting department.

Olaf Caskin Retires, and Schmidt Litho Picks McKay

Olaf Caskin, associated with the Schmidt Lithograph Co. of San Francisco for nearly 42 years, most of it as the manager of the Schmidt office in Seattle, is retiring this summer; and Carl R. Schmidt, president of the company, announces the appointment of Donald McKay as his successor.

Following his actual retirement, Mr. Caskin will remain with the Schmidt branch in Seattle in an advisory capacity until the end of 1958.

In writing *Pacific Fisherman* about the change, Mr. Schmidt said: "Olaf had done a splendid job for our company and he retires with the highest esteem of our entire organization. Olaf and I grew up together in our business life and therefore shared our problems and successes, and I am glad to say that the successes overshadowed the problems."

Mr. McKay is a native of Seattle, son of Charles McKay and nephew of the late W. O. McKay. He joined the Schmidt organization several years ago after graduation from the University of Washington and military service.

Fresh Fish Men Frolic at Country Club Day

Nearly 200 fish wholesalers and brokers, their wives and families, celebrated Country Club Day last month with a full day and evening of golf, swimming and entertainment.

The affair, sponsored by Southern California Fisheries Assn., was held at the Candlewood Country Club, Whittier, Calif., and was capped with a gala banquet.

Golf having been the main business of the day, the trophy awards were the highlight of the evening. The golfers were grouped into two flights, and the winners were:

Flight A: Low net 66, Harry Johnston. Johnston's skill won him a leg on the L.A. Ice-Union Ice perpetual trophy, plus the C. M. Reinke 1958 trophy. Jimmy Ota, with a low gross of 79, copped the Pacific California Fish Co. trophy.

Flight B: George Slater, 65, won a leg on the National Ice and Terminal Refrigeration perpetual trophy, and the Fisheries Assn. 1958 trophy for low net score.

Guest Flight: Carl Merry, 72, won low net and Carl Vitalich, 78, won low gross for trophies donated by American Fish Co.

Door prizes were given by Los Angeles Smoking & Curing Co. The successful event was managed by a hard-working Country Club Day committee piloted by Dave Henry of Reinke & Amende, chairman, and Dick Numamoto of Pacific California Fish Co., vice-chairman.

Pacific Northwest Market

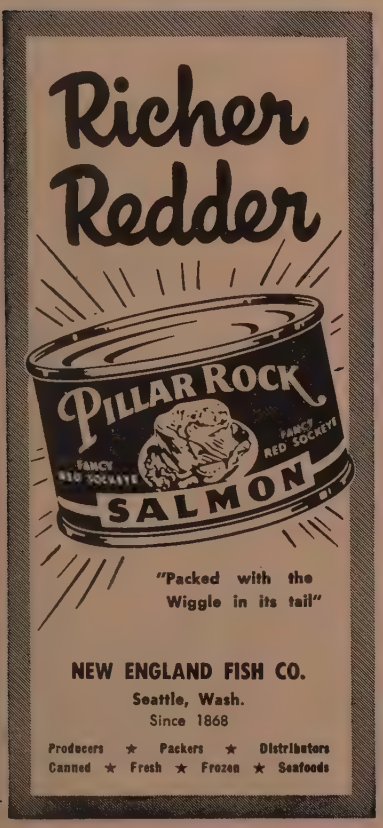
Market prices currently quoted at presstime by Pacific Northwest brokers and cannery sales department, cases of 48 tins, unless otherwise specified, good quality, as reported by the U. S. Bureau of Commercial Fisheries, Market News Service.

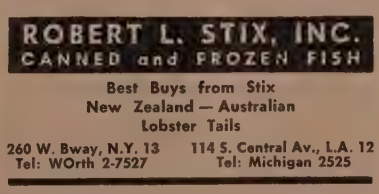
Items and Packages	Per Case
Puget Sound	
Sockeye, halves	$23
Sockeye, quarters	13
Alaska	
Red, talls	33 -34
Red halves	21 -22
Pink, talls	23
Pink, halves	13 -13.50
Pink, 4-lbs. (12)	24
Coho, talls	26 -27
Coho, halves	15 -16
Coho, quarters	9.50
Coho, 4-lb. (12)	26.50-28
Chum, summer, tall	18
Chum, fall, tall	-17
Chum, summer, halves	11 -11.50
Chum, fall, halves	10.50
Chum, 4-lb. (12)	19 -20
King, talls	28.50-29
Columbia River	
Chinook, ½ oval (12)	14 -14.25
Fancy, halves	24 -26
Fancy, quarters	13 -14.50
Choice, halves	17
Choice, quarters	9.75
Silver, halves	16 -17
Silver, quarters	9 - 9.75
Tuna, Northwest Pack—	
Albacore, fcy., 7 oz.	12.50
Yellowfin, chunk, 6½ oz.	9.75
Tuna, Featured Pack—	
Albacore, fcy., 7 oz.	14.85-15.25
Albacore, fcy., 3½ oz.	8.50- 9.15
Albacore, chunk, 6½ oz.	10.50-13
Albacore, chunk, 3 oz.	6.50- 8
Lightmeat, fcy., 7 oz.	14.25
Lightmeat, fcy., 3½ oz.	8.70
Lightmeat, chunk, 6½ oz.	12.50
Lightmeat, chunk, 3 oz.	7.65
Canned Crab—	
Dungeness, 24, 6½ oz.	11
King, 24, 7½ oz., fcy.	29
King, 24, 1s, fcy.	26.50
King, 24, 7½ oz., fcy.	14.60
Northwest Shrimp—	
Wet Pack, 24, 6½ oz.	7.30- 7.50

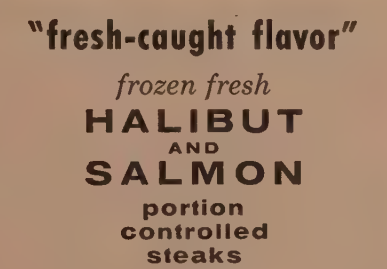
Townsend Studies Gulf Fish Reduction Potential

James R. Townsend, San Francisco fisheries consultant, left last month for a trip to the east coast of Mexico where he will survey the possibilities of a fish reduction industry.

Following the trip to Mexico, Mr. Townsend will cover the U. S. Gulf Coast and the East Coast, contacting menhaden operators in the interests of Marlon netting. Mr. Townsend is handling sales of Marlon netting for Wilbur-Ellis Co., San Francisco, throughout the menhaden industry.







Mild Cured Salmon Stocks at New Low

Stocks of mild cured salmon in storage in Seattle at the onset of summer were the lowest ever recorded at that time of year, and the situation in Seattle apparently closely reflected that at other principal distribution and consuming points for this product.

To the problems of scanty carryover were added the failure of spring fishing, which saw the trolling industry reach mid-year with perhaps the shortest catch ever recorded.

One place where an unusually good run of Chinook salmon was reported this spring was on the Nushagak River, Bristol Bay, where the canned pack of this variety was exceptionally good.

It is believed that at least one of the large operators in mild cured salmon mounted a packing expedition to the Nushagak during June; but no reports as to pack had been received to press-time for this issue.

Japan Albacore Prices Argued by Associations

Japan Tuna and Bonito Fisheries Cooperative Association early in the summer proposed informally to the export packers — both freezers and canners — that the landed price of summer Albacore be raised to a range from Y300 to 360 per kan, based on quality.

There are 360 yens in a U. S. dollar, and 240 kans per U. S. ton.

At time of report only the freezers had replied. They thought Y280-330 about the proper figure.

Early summer Albacore fishing was reported brisk at all Pacific ports of Honshu, the main island of Japan.

Washington Tuna Packers Form New Association

Conference of Washington Tuna Packers is the name of new fishery organization formed in June to provide a voice for the several concerns in the State of Washington engaged in packing tuna.

E. B. McGovern, head of the fishery factor house of McGovern & McGovern, was elected president. Beside his firm, membership is known to include Pacific Reefer Fisheries, Whiz Fish Products Co., Crown Packers, Inc., and several individuals.

The conference is opposed to legislation of restrictive measures which tend to put a curb on supplies of raw material for tuna canning, whether from domestic or import sources; and also seeks restoration of the import trade in frozen cooked tuna loins.

Olson Brokerage, Seattle, Gets "White Star" Tuna

• Van Camp Sea Food Company anannounces appointment of the Olson Brokerage Company of Seattle to represent "White Star" in the Pacific Northwest area.

Loy Robinson of the Loy Robinson Brokerage Company, Seattle, previous representative for "White Star", joins forces with the Olson Brokerage Company and heads up the new sales operation on "White Star".

Olson Brokerage Company was founded by C. A. Olson in 1923 and at present consists of four partners: Mr. Olson, Mel Harper, George Frady and John Forehand who is now in charge of the Spokane Branch office. The Olson Brokerage Company is represented by 14 salesmen working throughout the State of Washington.

In joining this well seasoned sales organization, Mr. Robinson will provide over 23 years of experience and service on the "White Star" account.

After a number of years as a special sales representative of Van Camp, he set up his own brokerage office in Seattle and since has been one of Van Camp's strongest brokers representatives.

The Olson Brokerage Company's new modern offices in Seattle are located at 2 Hanford Street, Seattle 4, Washington. The Spokane office is located at East 41 Gray Avenue.

John Lauc Handling Wilbur-Ellis Food Lines

John A. Lauc, formerly with G. P. Halferty & Co., Inc., and sales manager with Kayler-Dahl Fish Co., both of Seattle, has been appointed northern California and Pacific northwest manager of the frozen and canned seafood department of Wilbur-Ellis Co., San Francisco.

He takes the place of Rod Pero, resigned, who had been with the company for the past 14 years.

The canned and frozen fish department has been consolidated into one department, headed by Mr. Lauc, and assisted by Dick Mack.

Monterey Squid Canners Pay $30 Per Ton

Principal activity among Monterey Bay's five canneries last month was the canning of squid. Fishermen were being paid $30 per ton for the molluses, which were said to be small.

Price of the canned squid was reported to be $3.85 per case with the price firm, and with prospects for advancement.

The Fastest Selling Shrimp Packed in the Northwest!
PACIFIC PEARL
EXTRA SMALL SHRIMP
Packed in Washington, Alaska and Oregon.
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Guess Who Uses Roebling Fishing Rope...

Special Galvanized Fishing Rope, to be precise. We agree immediately that the sad showing made by the non-user of Roebling rope is somewhat exaggerated.

No exaggeration, though, to say that with Roebling rope aboard you'll have a lot less to worry about in the heavy-hauling department. It's a rope that is built to take the weight—and take it for a long time. And while it works long and hard, it fights corrosion with a vengeance. That goes for shrimp rope, trawling rope and purse seine rope. Call your distributor or write to Wire Rope Division, John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

Buy from the guy that eats your fish

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MONTREAL 8, CANADA, 6700 PARK AVENUE • SO. SAN FRANCISCO, CAL. SO. LINDEN AVENUE • NEW ORLEANS 15, LA., 628 PLEASANT STREET

Clara-B 35-foot steel offshore work boat built by Roy Breaux's Marine Service, Loreauville, La., transports crews to oil rigs in the Gulf Coast area. Cruising speed: 30 mph.

All-weather, high-speed boat operates in shallow waters round the clock!

"Only Monel shafts give the toughness needed in this operation," says the builder.

Day after day . . . round the clock, the Clara-B speeds work crews to offshore drilling platforms in the shallow, muddy, exceedingly rough waters off the Gulf Coast.

The Clara-B must operate in all weathers. So she's built rugged. Her hull: rolled steel. Her shafting: Monel* nickel-copper alloy.

"In this type of operation," says Roy Breaux, builder of the Clara-B, "my customers insist on Monel shafts."

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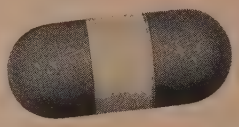

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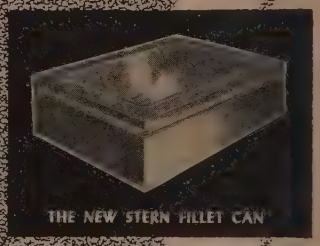

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WORLD FISHERY TRENDS—

U. S. Gains, but is "Off the Pace"

By
D. L. ALVERSON
Biologist and
Fishery Engineer

● Advancements in the world's fisheries as related at the 1957 Hamburg Gear Conference show large technological gains in fishing methods, electronic and other fishing aids, and in synthetic twines and materials. These factors add up to expanding fisheries and increasing fishing efficiency. To fully appreciate the effects of the expansion of world fisheries and more modern fishing fleets, a picture of the trends in world fish production is needed.

General World Fishery Trends

● In 1956, the total fish production of the world was estimated at 29.33 million metric tons (MMT*). One metric ton equals 2200 pounds. This production was 8.86 MMT greater than the estimated 20.47 MMT landed in 1938. Using these figures, the world fish production increased 43% in an 18-year period. The U. S. catch during this same period rose from 2253.1 to 2935.9 thousand metric tons (TMT). This increase of about 33% lags substantially behind the world trend of 43%.

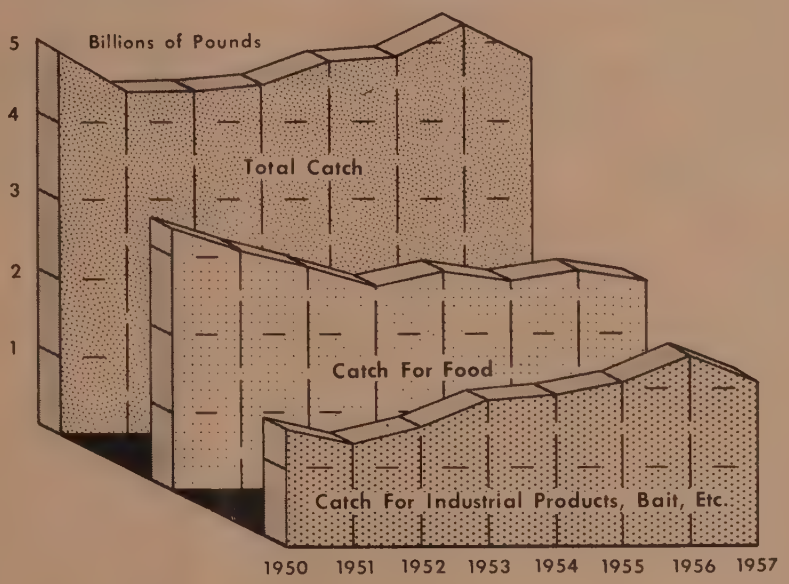
The U. S. contribution to the fish catch in 1938 was about 11% of the world total, while in 1956 the U. S. catch was about 10%. Total fish catches, increase in catches, and the percent increase in production for the five leading fish producing nations of the world for the years 1938 and 1956 is shown in the accompanying table.

During the 18-year period covered in the table, Norway rose from sixth to fifth place, replacing the United Kingdom in the top five. Norway has shown the greatest percent increase for any of the leading fishery nations while Japan made the largest absolute tonnage gain. The United States showed the smallest percent and quantitative increase. It would appear from the rapid increases shown by China and Russia, that both countries will surpass the United States in poundage landed by 1960. The commanding lead and upward trend shown by Japan leaves little doubt that this nation will dominate world fish catches for years to come.

Although the United States now rates second in total catch, it ranks about fifth in production of food fish behind Japan, Russia, China and Norway. A large portion of the present U. S. poundage is composed of industrial fish and in 1956 about 40% of the total fish caught resulted from the catch of menhaden, used exclusively for reduction to meal and oil. Although a period of peak food-fish production followed World War II in the United States there has been no sustained upward trend since 1936, and the catch per capita has declined over the past 18 years. This decrease, from about 22 pounds per capita in 1938 to 17 lbs. per person in 1956, is a decline of about 24% in 18 years. The reduction resulted from a rapidly expanding U. S. population while fish production remained almost static.

During 1956, menhaden ranked first in poundage of U. S. fish catches followed by tuna, salmon, herring, shrimp, haddock, and Atlantic ocean perch. If ranged by value then shrimp, salmon, tuna, oysters, and menhaden were the most important species.

U. S. CATCH OF FISH AND SHELLFISH, 1950 - 1957



The World Catch

● In the world picture, the production of salmon represented only 2.5% of the 1956 total. Salmon (including trout and smelt), was the only major grouping of fish showing a decline in total world production between 1938 and 1956. The world catch decreased from .85 MMT to .69 MMT during this period. In 1938 salmon and trout represented 4.3% of the world fish production. Catches of flatfish between 1938 and 1956 almost doubled while catches of cod-like fishes rose about 50%. The tuna-like fishes also showed a rapid increase along with shellfish. In overall poundage, the herring-like fish have continued to dominate world fisheries and represented close to 24% of total fish catch in 1956. Cod, haddock and

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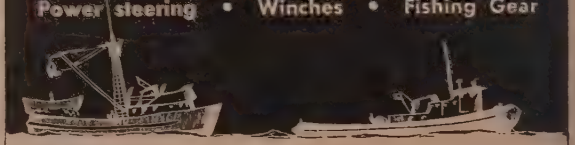

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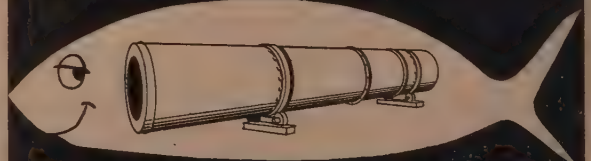

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hake-like fish were a close second representing about 16 percent of the total.

World Salmon Trends

● It is interesting to note that salmon, a mainstay in our Pacific fisheries, has shown a world-wide decline in the past 18 years. In studying the trend in salmon production by nations, the United States has obviously been responsible for the major part of this decline; falling from 306.6 TMT in 1938 to 147.9 TMT in 1956. This is a drop of 52%. In 1938, the United States contributed 36% of the world's salmon production and the U. S. salmon catch represented about 14% of the domestic landing (all species) of fish. By 1956, the U. S. catch of salmon was only 22% of the world total salmon catch and equaled about 5% of our domestic fish production. Although other nations also fell off in catches of this group, the decline was not as sharp as in the United States. Japan's production fell from 243.9 to 176.8 TMT and Canada's from 111.0 to 81.3 TMT. The U.S.S.R. and Norway showed substantial increase in salmon production between 1938 and 1956. Russia's catch (salmon and whitefish) rose from 172.3 to 198.6 TMT (surpassing the U. S. catch) while Norway's catch skyrocketed proportionately from 1.2 to 67.) TMT. Salmon was the only major grouping of fish where the U. S. showed a decline in total catch. In all other categories, the U. S. made gains in total poundages landed.

Ground Fish Trends

● In demersal or groundfish production (cod, haddock, hakes, and flatfish) the U. S. catch increased from 245.9 TMT in 1938 to 305.3 TMT in 1956, an increase of nearly 24%. During this same period, Canada's catch of these species rose from 427.5 to 519.5 TMT, Japan's catch increased from 257.2 to 420.0 TMT, Norway's from 428.8 to 588.8 TMT, Portugal's landings increased from 54.4 to 235.6 TMT, Spain's from 91.7 to 235.5 TMT and Iceland's catch rose from 267.4 to 447 TMT. All of these gains exceed the quantitative gain made by the U. S., and all but Canada exceeded the U. S. percent gain by a considerable amount.

Most impressive of all increases made in demersal fish production is that shown by the U.S.S.R. In 1938 Russia produced 263.6 thousand metric tons of cod, haddock, hake and flatfish, and in 1956, landed 891.4 TMT, an increase of nearly 240%. If flatfish are considered independent of the cod group, then an increase of 18-fold is shown. The Soviets catch of flatfish rose from 8.2 to 154.1 TMT between 1938 and 1956. In an 18-year period, Russia has been able to outpace all nations in groundfish production and come from sixth to first place in this category. The United Kingdom, whose trawl fleets had dominated world catches since the early development of this fishery, has fallen to second place. The U. S. produced 8% of the world's total of cod, haddock, hake and flatfish in 1938, and about 6% in 1956.

Tuna Trends

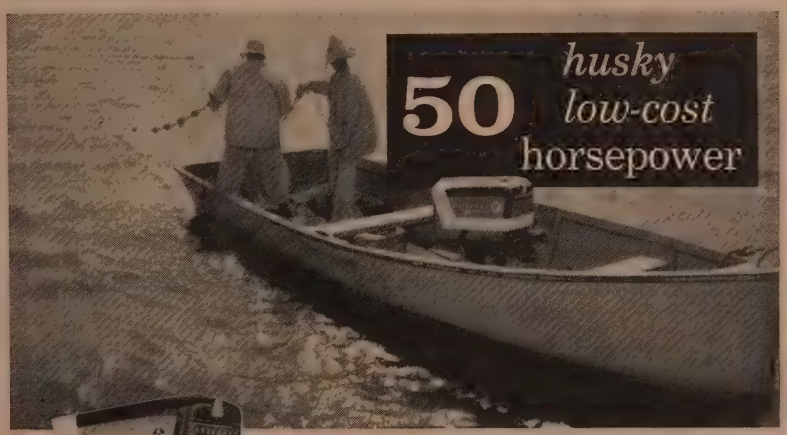
● Catches of tuna and related fish by all nations increased from .92 to 1.71 TMT between 1938 and 1956, up about 86%. Production of these species in the U. S. rose from 129.0 to 176.9 TMT, an increase of close to 39%. Major increases in tuna catches were shown by Japan, which rose from 313 to 699 TMT, up 123%; the Union of South Africa up from 10 to 45 TMT, a 350% increase; Norway up from 7.7 to 18.1 TMT; Portugal up from 5.9 to 27.3 TMT; and Spain up from 28.6 to 56.1 TMT. Several South American countries showed strong upswing in tuna catches. Peru and Chile made the strongest gains being up from 34.5 (1948) to 88 TMT (1955) and from 5.5 (1939) to 19.5 TMT (1956) respectively. The gain in catch (386 TMT) by Japan between 1938 and 1956 was over twice the total 1956 catch of the United States. In 1938, the U. S. landed 14% of the world's catch of tuna-like fishes, and in 1956, produced 10% of the total. Japan produced about 34% of the world total tuna catch in 1938 and 41% in 1956. Russia has shown no tuna catches to date.

Trends for Herring-like Fishes

● The U. S. production trend was somewhat better in the herring fisheries, where the catch increased from 839.9 to 1137.1 TMT between 1938 and 1956. This represented a 35% increase as compared to the world trend of 31%. In standing the U. S., which ranked second in poundage in 1938, was able to overtake the 1938 leader, Japan. However, the rapid increase in Norway's fisheries greatly surpassed that made in the United States. As a result, Norway captured the first position. Norway's herring catches jumped from 662.5 TMT in 1938 to 1372.1 TMT in 1956, an increase of over 100%. The U. S. ranked second in 1956, followed by Japan in production of herring-like fishes.

Concluded Next Month

This article, and Mr. Alverson's entire series on the International Fishing Gear Congress, will be concluded in the August number of Pacific Fisherman.



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Governor talks oysters with Pacific oyster growers. Governor Yashushi Ohnuma, governor of Miyagi Prefecture, Japan, where all of the seed oysters are produced for shipments to the United States, pictured in Seattle with American customers. From the left: R. H. Bailey, Pioneer Oyster Co.; Governor Ohnuma; W. Arnold Waring, Haines Oyster Co.; Malcolm B. Edwards, manager seed division, Coast Oyster Co.

Japanese Governor Studies Oyster Seed Problems

● On-the-spot study of problems associated with the oyster seed trade between Japan and the Pacific states late in May occupied Governor Yaushi Ohnuma of Miyagi Prefecture, or state, where all the oyster seed shipped to the United States is produced.

Governor Ohnuma was able to consult with numerous growers from Willapa and Grays Harbor and all areas of Puget Sound during his several days in this oyster growing region. He was guided in his tour by Malcolm B. Edwards, manager of the oyster seed division of the Coast Oyster Co., who spends much of his time in Japan, maintaining an office in Shiogama, in the Miyagi Prefecture.

The governor in particular was interested in the problem associated with the infestation of seed oysters with drills and their eggs, and the heavy cost of infestation to the seed producers as well as their customers in the United States. He expressed himself as convinced that governmental action in Japan could largely control or eliminate this source of economic loss and threat to a valuable export trade.

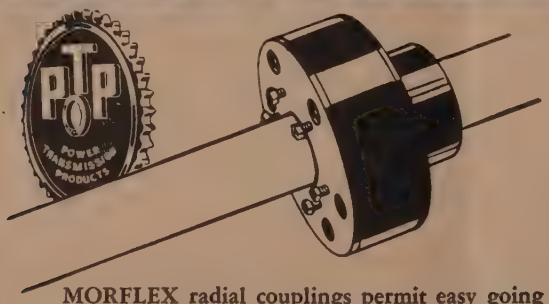
Wash. Director Launches School in Fish Farming

● Milo Moore, Director of the Washington Department of Fisheries, has recently announced that department personnel and interested parties would be trained in fish farming.

The training program will comprise courses on: (1) analysis of water quality in ponds, bays, lakes, and streams; (2) hydraulic controls for water impoundments; (3) fish predator control; (4) fertilization and mineralization of water areas for environment control; (5) mechanical and technical clam farming for cultivation of tidal areas; (7) transferring of stocks of fish from one area to another for the re-stocking of food fish; (8) salt and brackish water rearing of food fish.

● Coast Oyster Co. has started to fish sting rays on a pest control program and are making progress in eradicating the pests from Humboldt Bay.

MARINE COUPLINGS



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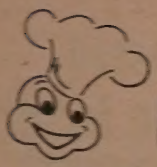

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Arne Johnson Joins Aleutian Cold Storage

Appointment of Arne J. Johnson as resident manager of the Aleutian Cold Storage Co. at Sand Point, Shumagin Islands, was announced in June by Frank Erickson, president.

Mr. Johnson, who has had extended Alaska fisheries experience with the Parks Canning Co. and Libby, McNeill & Libby, has established himself at Sand Point and will be in charge of the company's operations there.

The special month-early halibut season in Area 3b, Shumagin Islands west and into Bering Sea, produced a substantial catch of fish, about half of which was frozen at the Aleutian plant in advance of the opening of the regular season.

The Wakefield King crab operations also lease facilities in the Sand Point plant for handling the crab deliveries of the substantial local fleet of Shumagin vessels fishing King crab by means of pots.

Caterpillar Entrusts Foreign Trade Group to Gail Spain

Gail E. Spain, who has become widely known in the Pacific fisheries through contacts made in 28 years in sales work for the Caterpillar Tractor Co., 15 of them as vice president of the company, in June was promoted to president of Caterpillar's Foreign Trade Group.

In this new position Mr. Spain will administer Caterpillar's British, Australian, Brazilian and Canadian subsidiaries, as well as Caterpillar Americas Co., Caterpillar Overseas C.A., Caterpillar of Delaware; and will continue as vice president of the parent company.

Kurashiki Licenses U. S. Manufacture of Kuralon

Kurashiki Rayon Co. of Osaka, Japan, announced in June that it will license Air Reduction Co., Inc., to manufacture its polyvinyl alcohol fibers in the United States.

Air Reduction will build a $12 million plant in Kentucky and will produce 20 million pounds of the fiber annually, starting in 1960.

This is the fiber which under the name of "Kuralon" is widely used in Japanese fishing operations and in nets manufactured in Japan from the Kurashiki "Kuralon" fiber, which is sold under the trade name "Kuralon" in some markets.

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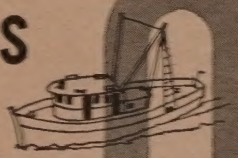

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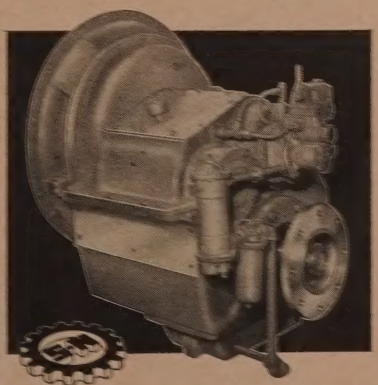

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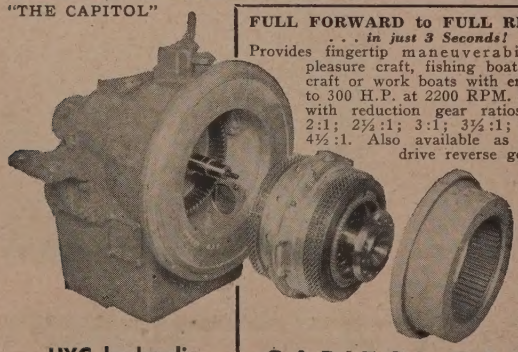

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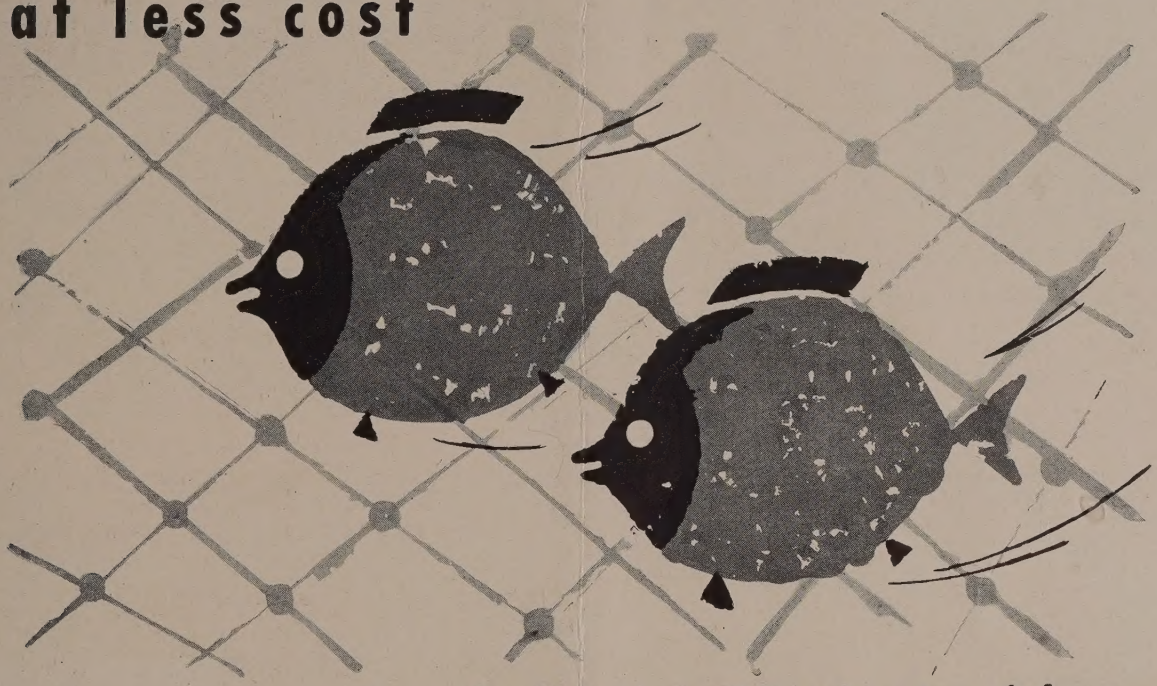
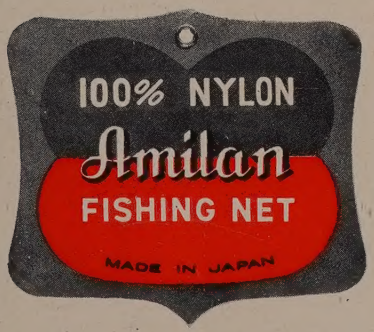
325 N. Hamline, St. Paul 4, Minn.

Toray®

Amilan 100% nylon nets give you bigger catches at less cost



Here's what Amilan 100% nylon nets can do for you



They'll save you drying, preserving and spare net costs because they can stay in sea water for years without rotting, molding or mildewing. You can fish longer, more often, at greater distances.

They'll save you labor and fuel costs because they're light and easy to handle, absorb little water.

They'll save you repair and replacement costs because they're twice as strong as cotton, with 10 times the abrasion resistance.

They'll give you bigger catches because they're transparent and elastic.

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TOYO RAYON COMPANY, LTD.

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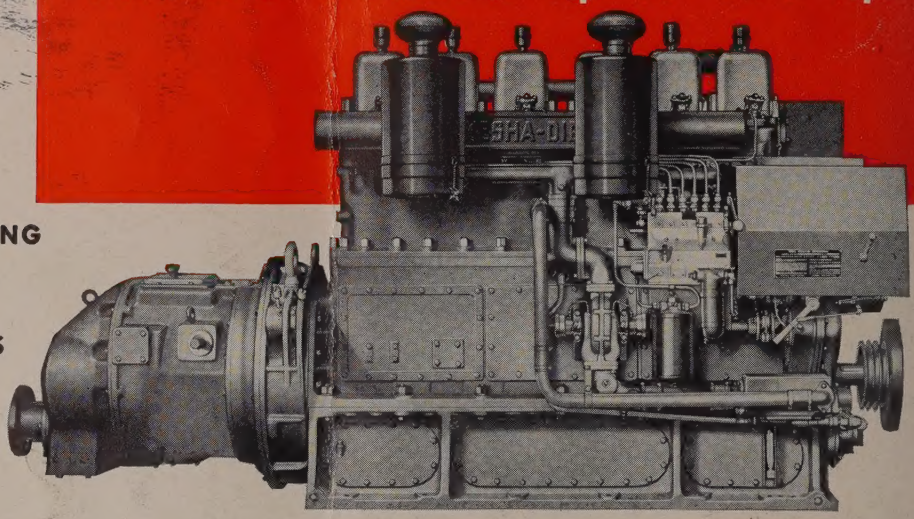
WAUKESHA *Diesel*

MARINE ENGINES up to 990 hp

- EASY STARTING
- SAFETY
- SIMPLICITY
- SMOOTHNESS
- ECONOMY



DEFENDER (LRD Series) 2894 cu. in. Normal or Turbocharged DIESEL

A Waukesha DEFENDER Marine Diesel repowers the 73-ft. dragger *RUSH*

386

WAUKESHA MOTOR COMPANY
WAUKESHA
WISCONSIN
NEW YORK
TULSA
LOS ANGELES

Write for detailed descriptive bulletins

Engine Model	Engine Type	No. Cyls.	Bore and Stroke	Displ. Cu. In.	MAXIMUM RATING 24-Hour Duty
RELIANCE	Normal	12	8½ x 8½	5788	665 horsepower @ 1200 rpm
	Turbo	12	8½ x 8½	5788	990 horsepower @ 1200 rpm
DEFENDER	Normal	6	8½ x 8½	2894	335 horsepower @ 1200 rpm
	Turbo	6	8½ x 8½	2894	555 horsepower @ 1200 rpm
WANDERER	Normal	6	7 x 8¼	1905	240 horsepower @ 1200 rpm
	Turbo	6	7 x 8¼	1905	315 horsepower @ 1200 rpm
RESOLUTE	Normal	6	6¼ x 6½	1197	195 horsepower @ 1600 rpm
	Turbo	6	6¼ x 6½	1197	290 horsepower @ 1600 rpm
VIGILANT	Normal	6	5¼ x 6	779	150 horsepower @ 1800 rpm
	Turbo	6	5¼ x 6	779	195 horsepower @ 1800 rpm
CUTWATER	Normal	6	4¼ x 5	426	100 horsepower @ 2000 rpm
	Turbo	6	4¼ x 5	426	120 horsepower @ 2000 rpm